Report of the
Bombay Chamber of
1850

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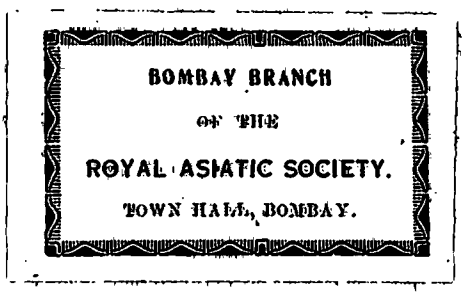

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REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1889.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 15TH JANUARY 1890.

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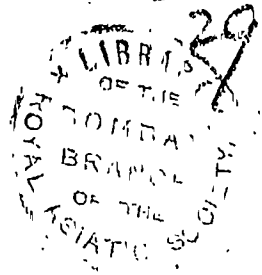

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CONTENTS.

	PAGE
Members and Committee of the Chamber	1
Holidays sanctioned by Government for the Year 1890	2
Holidays under Charter-Parties for the Year 1890	2
Rules and Regulations of the Chamber	3
Rules for the Election of Port Trustees	6
Rules for the Election of Municipal Councillors	7
Committees of Arbitration	7
Rules for Surveys and Arbitrations on Piece-Goods	9
Rules and Regulations for the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales	11
General Rates of Commission	12
Ship Freight Inwards to Bombay	14
Ship Freight Outwards from Bombay	14
Ante-Dating Bills of Lading	15
Shut-Out Cargo	15
Detention of Cargo Boats alongside Vessels	15
Tonnage Scale at Bombay (Steamers and Ships)	16
Scale of Landing Charges	24

	Report page	Appendix page
ANNUAL REPORT OF THE COMMITTEE—.		
The Merchandise Marks Act	27	98
Obstruction to Importers under the Merchandise Marks Act	32	150
Alleged Custom House Obstruction	34	159
Legislative Enactments	36	...
Bill to amend the Sea Customs Act, 1878, and the Indian Tariff Act, 1882...	36	172
Draft Rules issued by Government relating to the Examination of Engineers and Engine-Drivers	37	176
Draft Rules under the Native Passenger Ships Act, X of 1887	37	185
The Indian Ports Bill	39	192
Proposal to legislate for the Extension to Courts held under Act V. of 1883, of the Power to award Costs ...	39	233
Railway Extension	40	236
Necessity for Increasing the Carrying Power of the Rajputana-Malway Railway	41	240

	Report page	Appendix page
The Godra-Rutlam Railway	42	244
The Ahmedabad-Dhollera Railway	43	253
Legislation regarding Railway Receipts	43	261
Rates of Railway Carriage	44	...
Tare on Cotton in Government Railway Returns ...	44	263
Treasury Balances	45	265
Proposal to Increase the Proportion of the Paper Currency Reserve Invested in Government Securities	47	274
The Closing of the Mint on Public Holidays	48	278
Delay in granting Receipts for Cash Payments, by the Banks	50	286
English Duty on Indian Silver Plate	51	291
Proposed Alteration in the Day of Departure of the English Mail Steamer from Bombay	52	329
Scale of Charges for Foreign Telegrams	54	351
Reuter's Commercial Telegrams...	55	354
Delay in Delivery of "Deferred" Telegrams	55	363
Quarantine	56	367
Revised Form of Bill of Health	58	376
Inconvenience caused to the Health Officer of the Port owing to Defective Information as to Time of Vessels Departure	59	384
Conditions for Discharge of Steamers at the Port of Genoa	59	386
Meteorological Reports	59	387
Storm-warning Service for the West Coast of India ...	60	392
Lord Reay's Address to the Members of the Chamber ...	61	408
Cotton	62	418
Wheat	65	434
Improvement of Indian Wheat	67	448
Arbitrations	68	521
Opinions and Decisions of the Committee on Shipping and other matters	69	...
Opinions on Samples of Produce sumitted to the Chamber	75	...
Machinery for the Preparation of Aloe-fibre for Export ...	77	524
Shipment of Cotton Waste and Droppings	78	526
Accelerated Mail Train Service between Calcutta and Bombay	79	...
Erection of a Light-house on Quoin Island	80	536
Rates of Commission	81	539
Special Privileges accorded to Foreign Mail Steamers in British Colonial Ports	81	546
Revision of the Tariff in the French Indo-Chinese Possessions	82	547

	Report page	Appendix page
Functions of Lloyd's Agents Abroad	82	548
Liability of Steam-ship Owners under Bills of Lading signed by Agents	82	550
Bombay Port Trust Budget Estimates	82	553
The New Graving Dock	83	558
Compulsory Pilotage for Coasting Steamers	84	562
Through-booking of Piece-goods from Glasgow to Delhi..	85	567
Ventilation of Iron Vessels	85	569
The Tonnage Scale	86	...
Supply of Egyptian Cotton Seed to the Madras Board of Revenue	86	571
Cart-drivers' Strike	86	575
Samples of Russian Goods Sold in the Bazars of Turkestan	87	576
Memorial from Indian British Subjects in Zanzibar ...	87	578
Report on the Trade of Zanzibar...	87	582
Mercantile and Trade Museums	88	587
Endowment Fund for the Training and Maintenance of Nurses at the Jamsetjee Jejeebhoy Hospital	88	593
Election of Chamber's Representatives on the Corporation	89	596
Establishment of a Chamber of Commerce at Cawnpore...	89	601
New Zealand and South Seas Exhibition	89	603
Falling off in the Exports of Salt from Bombay to Calcutta and British Malabar	90	608
Suits in Courts of Small Causes under Section 7 of the Army Act, 1888	90	609
Joint-Stock Companies	91	...
Election of Port Trustees	92	...
Holidays for the Year 1890	92	...
Statistical Statements	92	772
Returns of Rainfall	93	...
Statement showing the Total Measurement of Bales and Micellaneous Packages, with Receipts, Expenditure,&c.	93	...
Statement showing the Number of Miscellaneous Packages only, with Receipts therefrom, Measured during the last 12 Years	94	...
Balance Sheet of the Chamber from 1st January to 31st December 1889	96	...

CONTENTS OF APPENDICES.

PAGE

A.—BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE FOR THE YEAR 1889... 96-97

B.—THE MERCHANDISE MARKS ACT.

An Act to amend the Law relating to Fraudulent Marks on Merchandise 98
An Act to amend the Indian Merchandise Marks Act, 1889 ... 107
Rules under the Indian Merchandise Marks Act, 1889 107
Telegram from the Government of India to the Chamber, dated 31st January 1889 109
Telegram from the Chamber to the Government of India, dated 4th February 1889... 109
From the Chamber to the Government of India, dated 6th February 1889 109
From the Upper India Chamber of Commerce to the Bombay Chamber of Commerce, dated 11th February 1889 110
From the Upper India Chamber of Commerce to the Government of the North-Western Provinces and Oudh, dated 5th February 1889 110
Notes on the Indian Merchandise Marks Act 113-116
From the Bengal Chamber of Commerce to the Bombay Chamber of Commerce, dated 30th March 1889 117
From the Government of India to the Bengal Chamber of Commerce, dated 15th March 1889 117
From the Bengal Chamber of Commerce to the Government of India, dated 26th March 1889 118
From the Bombay Chamber of Commerce to the Bengal Chamber of Commerce, dated 15th April 1889 119
From the Government of India to the Bombay Chamber of Commerce, dated 15th March 1889 120
From the Bombay Chamber of Commerce to the Government of India, dated 15th April 1889 120
Telegram from the Bombay Chamber of Commerce to the Government of India, dated 6th June 1889 123
From the Bengal Chamber of Commerce to the Bombay Chamber of Commerce, dated 7th June 1889 123
Extract from Letter from the Yarn Sub-Committee of the Bengal Chamber of Commerce 123
Telegram from the Government of India to the Bombay Chamber of Commerce, dated 19th June 1889 124

PAGE
From the Government of India to the Bombay Chamber of Commerce, dated 19th June 1889 124
Telegrams from the Bombay Chamber of Commerce to the Manchester Chamber of Commerce, dated 19th and 20th June 1889 ... 125
From the Manchester Chamber of Commerce to the Bombay Chamber of Commerce, dated 19th and 21st June 1889 125
Circular Letter to the Members of the Bombay Chamber of Commerce, dated 20th June 1889 126
From the Bengal Chamber of Commerce to the Bombay Chamber of Commerce, dated 20th June 1889 126
Telegram from the Government of India to the Bombay Chamber of Commerce, dated 25th June 1889 127
Telegram from the Bombay Chamber of Commerce to the Government of India, dated 26th June 1889 128
From the Bombay Chamber of Commerce to the Government of India, dated 3rd July 1889 128
From the Bombay Chamber of Commerce to the Bengal Chamber of Commerce, dated 3rd July 1889... 129
From the Kurrachee Chamber of Commerce to the Bombay Chamber of Commerce, dated 26th July 1889 130
From the Bombay Chamber of Commerce to the Kurrachee Chamber of Commerce, dated 1st August 1889 130
From the Collector of Customs, Bombay, to the Bombay Chamber of Commerce, dated 29th July 1889 131
From the Collector of Customs to Messrs. Wallace and Co., dated 29th July 1889 131
From the Bombay Chamber of Commerce to the Collector of Customs, dated 13th August 1889... 131
From the Collector of Customs to the Bombay Chamber of Commerce, dated 1st August 1889 132
From the Collector of Customs to the Commissioner of Customs, Bombay, dated 26th July 1889 132
From the Commissioner of Customs to the Collector of Customs, Bombay, dated 30th July 1889 133
From the Bombay Chamber of Commerce to the Collector of Customs, Bombay, dated 9th August 1889 133
From the Bengal Chamber of Commerce to the Bombay Chamber of Commerce, dated 9th August 1889 134
From the Bengal Chamber of Commerce to the Bombay Chamber of Commerce, dated 15th August 1889 134
From the Bombay Chamber of Commerce to the Bengal Chamber of Commerce, dated 16th August 1889 135
From the Bengal Chamber of Commerce to the Bombay Chamber of Commerce, dated 19th and 21st August 1889 135

PAGE
Circular Letter to the Members of the Bengal Chamber of Commerce, dated 16th August 1889 136
From the Bengal Chamber of Commerce to the Government of India, dated 9th August 1889 136
Opinion of Mr. G. C. Paul, dated 10th August 1889 138
From the Bengal Chamber of Commerce to the Bombay Chamber of Commerce, dated 23rd and 28th August 1889 138
From the Bombay Chamber of Commerce to the Bengal Chamber of Commerce, dated 27th August 1889 139
From the Manchester Chamber of Commerce to the Bombay Chamber of Commerce, dated 23rd August 1889 140
From the Bombay Chamber of Commerce to the Manchester Chamber of Commerce, dated 4th October 1889 140
From the Bengal Chamber of Commerce to the Bombay Chamber of Commerce, dated 28th September 1889 141
From the Bengal Chamber of Commerce to the Government of Bengal, dated 27th September 1889 141
From the Bombay Chamber of Commerce to the Bengal Chamber of Commerce, dated 11th October 1889 142
From the Manchester Chamber of Commerce to the Bombay Chamber of Commerce, dated 4th October 1889 143
From Yarn Dyers in Glasgow to the Bombay Chamber of Commerce, dated 9th October 1889 143
From the Bombay Chamber of Commerce to Messrs. Archibald Orr, Ewing & Co., (and others) Glasgow, dated 1st and 8th November 1889 144
From the Barmen Chamber of Commerce to the Bombay Chamber of Commerce, dated 21st October 1889 145
From the Rangoon Chamber of Commerce to the Bombay Chamber of Commerce, dated 4th November 1889 145
From Messrs. Kerr, Tarruck & Co. to the Bombay Chamber of Commerce, dated 14th November 1889 146
From Messrs. F. Steiner & Co., Lancashire, to Messrs. Kerr, Tarruck and Co., Bombay, dated 24th October 1889 146
From the Bombay Chamber of Commerce to Messrs. Kerr, Tarruck and Co., dated 15th November 1889 147
From the Kurrachee Chamber of Commerce to the Bombay Chamber of Commerce, dated 12th November 1889 147
From the Bombay Chamber of Commerce to the Kurrachee Chamber of Commerce, dated 20th November 1889 148
From the Bombay Chamber of Commerce to the Barmen Chamber of Commerce, dated 27th November 1889 149
From the Bombay Chamber of Commerce to the Rangoon Chamber of Commerce, dated 27th November 1889 149

C.—OBSTRUCTION TO IMPORTERS UNDER THE MERCHANDISE MARKS ACT.

PAGE
From the Bombay Chamber of Commerce to the Government of India, dated 5th June 1889 150
From the Bombay Chamber of Commerce to the Collector of Land Revenue, Customs and Opium, dated 14th June 1889 150
From the Government of India to the Bombay Chamber of Commerce, dated 14th June 1889 151
From the Government of India to the Bombay Government, dated 14th June 1889 151
From the Collector of Land Revenue, Customs and Opium to the Bombay Chamber of Commerce, dated 15th June 1889 152
From the Bombay Chamber of Commerce to the Government of India, dated 17th July 1889 152
Report of the Special Committee appointed by the Bombay Chamber of Commerce 153
From the Government of India to the Bombay Chamber of Commerce, dated 27th July 1889 158

D.—ALLEGED CUSTOM HOUSE OBSTRUCTION.

From Messrs. Owen and Okell to the Bombay Chamber of Commerce, dated 18th July 1889 159
From Messrs. Owen and Okell to the Commissioner of Customs, dated 14th May 1889 160
From Messrs. Owen and Okell to the Commissioner of Customs, dated 5th June 1889 161
From Messrs. Owen and Okell to the Commissioner of Customs, dated 8th June 1889 162
From Messrs. Owen and Okell to the Commissioner of Customs, dated 27th June 1889 162
From Messrs. Owen and Okell to the Commissioner of Customs, dated 17th July 162
From the Commissioner of Customs to Messrs. Owen and Okell, dated 28th May 1889 162
From the Commissioner of Customs to Messrs. Owen and Okell, dated 7th June 1889 163
From the Bombay Chamber of Commerce to Messrs. Owen and Okell, dated 24th July 1889 164
From Messrs. Owen and Okell to the Bombay Chamber of Commerce, dated 27th July 1889 164
From the Bombay Chamber of Commerce to the Collector of Land Revenue, Customs and Opium, dated 12th August 1889... ... 164
From the Bombay Chamber of Commerce to Messrs. Owen and Okell, dated 13th August 1889 165

PAGE
From the Collector of Land Revenue, Customs and Opium to the Bombay Chamber of Commerce, dated 13th August 1889 166
From the Collector of Land Revenue, Customs and Opium to the Bombay Chamber of Commerce, dated 16th August 1889... .. 166
From the Commissioner of Customs to the Bombay Chamber of Commerce, dated 17th August 1889 166
From the Bombay Chamber of Commerce to Messrs. Owen and Okell, dated 20th August 1889 167
From Messrs. Owen and Okell to the Bombay Chamber of Commerce, dated 21st September 1889 167
From the Commissioner of Customs to Messrs. Owen and Okell, dated 14th September 1889 168
From the Bombay Chamber of Commerce to Messrs. Owen and Okell, dated 30th September 1889 168
From Messrs. Owen and Okell to the Bombay Chamber of Commerce, dated 2nd October 1889 169
From the Bombay Chamber of Commerce to Messrs. Treacher & Co., dated 3rd October 1889 169
Report on a Sample of Methylated Spirit, from Messrs. Treacher and Company 169
Do. from the Clydesdale Dyeing and Manufacturing Company, Limited 170
From the Bombay Chamber of Commerce to Messrs. Owen and Okell, dated 17th October 1889 170
From Messrs. Owen and Okell to the Bombay Chamber of Commerce, dated 18th October 1889 171

E.—BILL TO AMEND THE SEA CUSTOMS ACT, 1878, AND THE INDIAN TARIFF ACT, 1882.

From the Bombay Government to the Bombay Chamber of Commerce, dated 25th January 1889 172
Bill to amend the Sea Customs Act 1878 and the Indian Tariff Act 1882 172
From the Bombay Chamber of Commerce, to the Bombay Government, dated 8th February 1889 174

F.—DRAFT RULES ISSUED BY GOVERNMENT RELATING TO THE EXAMINATION OF ENGINEERS AND ENGINE DRIVERS.

From the Port Officer, Bombay, to the Bombay Chamber of Commerce, dated 30th January 1889 176
Draft Rules issued by Government 176
From the Bombay Chamber of Commerce to the Port Officer, Bombay, dated 1st March 1889 184

G.—DRAFT RULES UNDER THE NATIVE PASSENGER SHIPS ACT, X. OF 1887.

PAGE
From the Bombay Government to the Bombay Chamber of Commerce, dated 28th March 1889 185
Draft Rules... 185
From the Bombay Chamber of Commerce to the Port Officer, Bombay, dated 8th April 186
From the Port Officer, Bombay, to the Bombay Chamber of Commerce, dated 16th April 1889 187
From the Bombay Chamber of Commerce to the Port Officer, Bombay, dated 23rd April 1889 188
From the Port Officer, Bombay, to the Bombay Chamber of Commerce, dated 24th April 189
From the Bombay Chamber of Commerce to the Port Officer, Bombay, dated 30th April 1889 190
From the Bombay Chamber of Commerce to the Bombay Government, dated 1st May 1889 191

H.—THE INDIAN PORTS BILL.

From the Bombay Government to the Bombay Chamber of Commerce, dated 9th February 1889 192
Statement of Objects and Reasons and Bill 192
From the Bombay Chamber of Commerce to Bombay Government, dated 11th March 1889 232

I.—PROPOSAL TO LEGISLATE FOR THE EXTENSION TO COURTS HELD UNDER ACT 5 OF 1883, OF THE POWER TO AWARD COSTS.

From the Bombay Government to the Bombay Chamber of Commerce, dated 15 August 1889 233
Resolution of the Government of India, dated 23rd July 1889 ... 233
From the Bombay Chamber of Commerce to the Bombay Government, dated 9th September 1889 234

J.—RAILWAY EXTENSION.

Extract from the Administration Report on Railways for the year 1888-89 236

K.—NECESSITY FOR INCREASING THE CARRYING POWER OF THE RAJPUTANA-MALWA RAILWAY.

From the Secretary, B. B. & C. I. and R.-M. Railways, to the Bombay Chamber of Commerce, dated 8th June 1889 240
Memorandum on the Carrying Power of the Rajputana-Malwa Railway, dated 4th June 1889 240
From the Bombay Chamber of Commerce to the Agent, B. B. & C. I. and R.-M. Railways, dated 14th June 1889 243

L.—THE GODHRA-RUTLAM RAILWAY.

PAGE
From the Secretary, B. B. & C. I. & R.-M. Railways, to the Bombay Chamber of Commerce, dated 11th October 1889 244
From the Agent, B. B. and C. I. and R.-M. Railways, to the Consulting Engineer for Railways, dated 11th October 1889 244
From the Bombay Chamber of Commerce to the Agent, B. B. and C. I. and R.-M. Railways, dated 17th October 1889 246
From the B. B. and C. I. and R.-M. Railways to the Bombay Chamber of Commerce, dated 2nd November 1889 247
Memorandum on the Construction of the Godhra-Rutlam Railway, dated 20th October 1889 247
From the Bombay Chamber of Commerce to the Agent, B. B. and C. I. and R.-M. Railways, dated 7th November 1889 250
Correspondence with the India Office regarding the Construction of the Godra-Rutlam Railway 250

M.—THE AHMEDABAD-DHOLLERA RAILWAY.

Prospectus of the Ahmedabad-Dhollera Railway Company ... 253

N.—LEGISLATION REGARDING RAILWAY RECEIPTS.

From Messrs. Chalk, Walker and Smetham to the Bombay Chamber of Commerce, dated 26th August 1889 261
From the Bombay Chamber of Commerce to Messrs. Chalk, Walker and Smetham, dated 4th September 1889 261
From Messrs. Chalk, Walker and Smetham to the Bombay Chamber of Commerce, dated 4th September 1889 262

O.—TARE ON COTTON IN GOVERNMENT RAILWAY RETURNS.

From the Bombay Chamber of Commerce to the Examiner of Guaranteed Railway Accounts, Bombay, dated 17th July 1889 263
From the Examiner of Guaranteed Railway Accounts to the Bombay Chamber of Commerce, dated 20th July 1889 263
From the Bombay Chamber of Commerce to the Government of India, dated 27th July 1889 264
From the Government of India to the Bombay Chamber of Commerce, dated 14th November 1889... 264

P.—TREASURY BALANCES.

From the Bombay Chamber of Commerce to the Government of India, dated 26th April 1889 265
Extract from the Financial Statement for 1889-90 270

Q.—PROPOSAL TO INCREASE THE PROPORTION OF THE PAPER CURRENCY RESERVE INVESTED IN GOVERNMENT SECURITIES.

PAGE
From the Government of India to the Bombay Chamber of Commerce, dated 23rd December 1889... 274
From the Bombay Chamber of Commerce to the Government of India, dated 4th February 1890 277

R.—THE CLOSING OF THE MINT ON PUBLIC HOLIDAYS.

From the Bombay Chamber of Commerce to the Bombay Government, dated 18th March 1889 278
From the Bombay Government to the Bombay Chamber of Commerce, dated 26th March 1889 279
From the Mint Master, Bombay, to the Bombay Chamber of Commerce, dated 18th June 1889 280
From the Government of India to the Mint Master, Bombay, dated 29th May 1889 281
From the Bombay Chamber of Commerce to the Mint Master, Bombay, dated 27th June 1889 283
From the Bombay Government to the Bombay Chamber of Commerce, dated 16th August 1889 284
From the Government of India to the Bombay Government, dated 30th July 1889 284

S.—DELAY IN GRANTING RECEIPTS FOR CASH PAYMENTS BY THE BANKS.

From the Bombay Company, Limited, to the Bombay Chamber of Commerce, dated 19th September 1889 286
From the Bombay Chamber of Commerce to the Bank of Bombay and Exchange Banks, dated 30th September 1889... 286
From the Chartered Bank and New Oriental Bank, dated 1st October 1889 287
From the National, Mercantile and Bombay Banks, dated 1st, 3rd and 5th October 1889 288
From the Bombay Chamber of Commerce to the Bank of Bombay, dated 10th October 1889 289
From the Bank of Bombay to the Bombay Chamber of Commerce, dated 14th October 1889 289

T.—ENGLISH DUTY ON INDIAN SILVER PLATE.

From the Bombay Chamber of Commerce to the Government of India, dated 4th April 1889 291
From the Government of India to the Bombay Chamber of Commerce, dated 15th May and 25th July 1889 293

PAGE
From the India Office to the Government of India, dated 27th June 1889 293
From the Bombay Chamber of Commerce of the Government of India, dated 9th January 1890 294
Copy of Correspondence with the India Office on the Plate Duties ... 294

U.—PROPOSED ALTERATION IN THE DAY OF DEPARTURE OF THE ENGLISH MAIL STEAMER FROM BOMBAY.

From the Government of India to the Bombay Chamber of Commerce, dated 13th August 1889 329
Telegram from the Bombay Chamber of Commerce to Government of India, dated 20th August 1889 330
From the Bombay Chamber of Commerce to the Government of India, dated 21st August 1889 330
From the Bombay Chamber of Commerce to the Government of Bombay, dated 22nd August 1889 332
From the Bombay Chamber of Commerce to the Government of India, dated 28th November 1889 332
From the Bombay Chamber of Commerce to the Government of India, dated 6th December 1889 332
Telegram from Government of India to the Bombay Chamber of Commerce, dated 6th December 1889 333
From Government of India to the Bombay Chamber of Commerce, dated 5th December 1889 333
From the Government of India to the Bombay Chamber of Commerce, dated 10th January 1890 333
Proceedings of the Public Meeting 333

V.—SCALE OF CHARGES FOR FOREIGN TELEGRAMS.

From Messrs. Benn, Ashley & Co. to the Bombay Chamber of Commerce, dated 5th March 1889 351
From the Bombay Chamber of Commerce to Messrs. Benn, Ashley & Co., dated 6th March 1889 351
From Messrs. Benn, Ashley & Co. to the Bombay Chamber of Commerce, dated 11th March 1889 351
From the Bombay Chamber of Commerce to Messrs. Benn, Ashley and Co., dated 19th March 1889 352
From Messrs. Benn, Ashley and Co. to the Bombay Chamber of Commerce, dated 21st March 1889 353

W.—REUTER'S COMMERCIAL TELEGRAMS.

From the Chamber of Commerce, Bombay, to Reuter's Telegram Company, Limited, dated 7th August 1889 354
From the Reuter's Telegram Company, Limited, to the Bombay Chamber of Commerce, dated 10th August 1889 357

PAGE
From the Bombay Chamber of Commerce to the P. and O. S. N. Company, dated 16th August 1889... 358
From the Bombay Chamber of Commerce to the Eastern Telegraph Company, dated 20th August 1889... 358
From P. and O. S. N. Company to the Bombay Chamber of Commerce, dated 17th August 1889 358
From the Eastern Telegraph Company to the Bombay Chamber of Commerce, dated 23rd August 1889 359
From the Bombay Chamber of Commerce to the Lloyd's, London, dated 20th August 1889 359
From Reuter's Telegram Company, Limited, to the Bombay Chamber of Commerce, dated 24th September 18 9 359
From Lloyd's, London, to the Bombay Chamber of Commerce, dated 9th September 1889 360
From the P. and O. S. N. Company to the Bombay Chamber of Commerce, dated 12th September 1889 360
From the Bombay Chamber of Commerce to the P. and O. S. N. Co., dated 20th September 1889 360
From the Bombay Chamber of Commerce to the Reuter's Telegram Company, dated 30th September 1889 361
From the Bombay Chamber of Commerce to the Reuter's Telegram Company, Limited, dated 11th October 1889 361
From the Reuter's Telegram Company, Limited, to the Bombay Chamber of Commerce, dated 15th October 1889 361
From the Bombay Chamber of Commerce to the Members of the Chamber of Commerce, dated 16th October 1889 362

X.—DELAY IN DELIVERY OF "DEFERRED" TELEGRAMS.

From the B. B. & C. I. Railway to the Bombay Chamber of Commerce, dated 22nd August 1889 363
From the Bombay Chamber of Commerce to the Government of India, dated 4th September 1889 364
From Bombay Chamber of Commerce to the B. B. & C. I. Railway, dated 6th September 1889... 365
From B. B. and C. I. Railway to the Bombay Chamber of Commerce, dated 13th September 1889... 365
Memo. of Government of India, dated 23rd September 1889... ... 365
From Bombay Chamber of Commerce to the B. B. and C. I. Railway, dated 30th October 366

Y.—QUARANTINE.

Government Resolution, dated 22nd January 1889 367
From P. and O. S. N. Company to the Bombay Chamber of Commerce, dated 22nd January 1889 368
From P. and O. S. N. Company to the Bombay Government, dated 16th January 1889... 369

PAGE
From the Government of Bombay to the P. and O. S. N. Company, dated 18th January 1889 369
From P. and O. S. N. Company to the Bombay Government, dated 22nd January 1889 369
From P. and O. S. N. Company to the Bombay Chamber of Commerce, dated 28th January 1889 370
From Bombay Government to the P. & O. S. N. Company, dated 25th January 1889... 370
From the P. & O. S. N. Co. to the Bombay Government, dated 28th January 1889... 371
From the Bombay Chamber of Commerce to the Bombay Government, dated 13th February 1889 372
From the Bombay Government to the Bombay Chamber of Commerce, dated 19th February 1889 373
From the Bombay Chamber to the Bombay Government, dated 23rd February 1889 374
From the Bombay Government to the Bombay Chamber of Commerce, dated 11th March 1889 375
From the Bombay Chamber of Commerce to the P. & O. S. N. Co., dated 15th February 1889 375
From the P. & O. S. N. Co. to the Bombay Chamber of Commerce, dated 18th February 1889 375

Z.—REVISED FORM OF BILL OF HEALTH.

From Bombay Government to the Bombay Chamber of Commerce, dated 14th June 1889 376
From the Government of India to the Bombay Government, dated 25th May 1889 376
From the Bengal Government to the Government of India, dated 25th March 1889 377
From Bengal Chamber of Commerce to the Bengal Government, dated 22nd August 1889 378
From Bengal Government to the Bengal Chamber of Commerce, dated 20th September 1889 379
From Bengal Chamber of Commerce to the Government of Bengal, dated 9th February 1889 380
From the Government of Bengal to the Government of India, dated 10th April 1889 381
From the Bengal Chamber of Commerce to the Government of Bengal, dated 29th March 1889 381
From the Bombay Chamber of Commerce to the Bombay Government, dated 10th July 1889 382

AA.—INCONVENIENCE CAUSED TO THE HEALTH OFFICER OF THE PORT OWING TO DEFECTIVE INFORMATION AS TO THE TIME OF VESSELS DEPARTURE.

PAGE
From the Bombay Port Trust to the Bombay Chamber of Commerce, dated 27th August 1889 384
Excerpt from Port Trustees Meetings, dated 22nd August 1889 ... 384
From the Chamber of Commerce, Bombay, to the P. and O. S. N. Company and others, dated 29th August 1889 385

BB.—CONDITIONS FOR THE DISCHARGE OF STEAMERS AT THE PORT OF GENOA.

From the Italian Consul, Bombay, to the Bombay Chamber of Commerce, dated 26th December 1889 386
From the Bombay Chamber of Commerce to the Italian Consul, Bombay, dated 5th January 1889 386

CC.—METEOROLOGICAL REPORTS.

From the Meteorological Reporter for Western India to the Bombay Chamber of Commerce, dated 27th February 1889 387
From the Bombay Chamber of Commerce to the Meteorological Reporter for Western India, dated 4th March 1889 387
From the Meteorological Reporter for Western India to the Bombay Chamber of Commerce, dated 6th March 1889 388
From the Bombay Chamber of Commerce to the Meteorological Reporter for Western India, dated 27th March 1889 388
From the Meteorological Reporter for Western India to the Bombay Chamber of Commerce, dated 29th March 1889 389
From the Bombay Chamber of Commerce to the Meteorological Reporter for Western India, dated 3rd April 1889 389
From the Meteorological Reporter for Western India to the Bombay Chamber of Commerce, dated 16th, 17th and 18th May 1889. 390-391

DD.—STORM-WARNING SERVICE FOR THE WEST COAST OF INDIA.

From the Bombay Government to the Bombay Chamber of Commerce, dated 21st January 1889 392
From the Government of India to the Government of Bombay, dated 5th January 1889 392
From the Meteorological Reporter to the Government of India, dated 21st December 1888 393
From the Bombay Chamber of Commerce to the Bombay Government, dated 2nd February 1889 398
From the Bombay Government to the Bombay Chamber of Commerce, dated 28th March 1889 399

PAGE
Resolution of the Bombay Government, dated 28th March 1889 ... 399
From the Bombay Government to the Bombay Chamber of Commerce, dated 27th June 1889 401
From the Government of India, Revenue and Agricultural Department, dated 18th June 1889 401
From the Bombay Chamber of Commerce to the Bombay Government, dated 10th July 1889 405
From the Bombay Government to the Bombay Chamber of Commerce, dated 20th August 1889 406
Resolution of the Bombay Government, dated 20th August 1889 ... 406

EE.—LORD REAY'S ADDRESS TO THE MEMBERS OF THE CHAMBER.

Report of the Proceedings 408

FF.—COTTON.

Note on Indian Cotton 418

GG.—WHEAT.

Note on Indian Wheat 434

HH.—IMPROVEMENT IN INDIAN WHEAT.

From the Bombay Chamber of Commerce to H. E. the Right Hon'ble Lord Reay, Governor of Bombay, dated 14th June 1889 ... 448
From the Secretary to the Financial Commissioner, Punjab, to the Bombay Chamber of Commerce, dated 26th June 1889 452
From the Bombay Chamber of Commerce to the Secretary to the Financial Commissioner of the Punjab, dated 6th July 1889 ... 453
From the Secretary to the Financial Commissioner of the Punjab to the Bombay Chamber of Commerce, dated 15th July 1889 ... 453
From the London Corn Trade Association to the Bombay Chamber of Commerce, dated 14th November 1889 453
From the Bombay Chamber of Commerce to the London Corn Trade Association, dated 6th December 1889 457
Report of the Proceedings of the Conference on Indian Wheat Impurities held at the India Office on 8th May 1889 458

II.—ARBITRATIONS.

From the Bombay Chamber of Commerce to the Native Piece-goods Merchants' Association, dated 24th July 1889 521
From the Native Piece-Goods Merchants' Association to the Bombay Chamber of Commerce, dated 25th July 1889 521
From the Native Piece-goods Merchants' Association to the Bombay Chamber of Commerce, dated 27th September 1889 522
From the Bombay Chamber of Commerce to the Native Piece-goods Merchants' Association, dated 9th October 1889... 523

JJ.—MACHINERY FOR THE PREPARATION OF ALOE FIBRE FOR EXPORT.

PAGE
From Messrs. Houet and Ribet, Mauritius, to the Bombay Chamber of Commerce, dated 9th April 1889 524
From the Bombay Chamber of Commerce to Messrs. Houet and Ribet, dated 27th April 1889 525

KK.—SHIPMENTS OF COTTON WASTE AND DROPPINGS.

From the Institute of London Underwriters to the Bombay Chamber of Commerce, dated 1st February 1889 526
From the Bombay Chamber of Commerce to the Institute of London Underwriters, dated 22nd February 1889... 526
From the Institute of London Underwriters to the Bombay Chamber of Commerce, dated 20th March 1889 527
Correspondence with the India Office and the Board of Trade regarding the Shipment of Cotton Waste 527
From the Bombay Chamber of Commerce to the Collector of Land Revenue, Customs and Opium, dated 15th May 1889 533

LL.—ERECTION OF A LIGHTHOUSE ON QUOIN ISLAND.

From the Bombay Chamber of Commerce to the Bombay Government, dated 13th February 1889 536
From the Bombay Government to the Chamber of Commerce, Bombay, dated 1st March 1889 537
From the Bombay Government to the Chamber of Commerce, Bombay, dated 15th April 537
From Government of India to the Government of Bombay, dated 2nd April 1889 538

MM.—RATES OF COMMISSION.

From the Secretary of Lloyd's to the Chamber of Commerce, Bombay, dated 17th December 1889... 539
From the Bombay Chamber of Commerce to the Secretary of Lloyd's, dated 11th January 1889 540
From the Chamber of Commerce, Singapore, to the Chamber of Commerce, Bombay, dated 20th February 1889 541
From the Chamber of Commerce, Bombay, to the Chamber of Commerce, Singapore, dated 18th March 1889 541
From the Bengal Chamber of Commerce to the Bombay Chamber of Commerce, dated 23rd March 1889 542
From the Chamber of Commerce, Bombay, to the Bengal Chamber of Commerce, dated 8th April 1889 542
From the Chamber of Commerce, Bombay, to the Singapore Chamber of Commerce, dated 2nd May 1889 542

PAGE
From the Chamber of Commerce, Bombay, to the Secretary of Lloyd's, dated 15th May 1889 543
From the Chamber of Commerce, Bombay, to the Bengal Chamber of Commerce, dated 18th July 1889 543
From the Secretary of Lloyd's to the Bombay Chamber of Commerce, dated 24th July 1889 544
From the Bombay Chamber of Commerce to the Secretary of Lloyd's, dated 13th August 1889 544
From the Singapore Chamber of Commerce to the Bombay Chamber of Commerce, dated 26th October 1889 544
From the Bombay Chamber of Commerce to the Singapore Chamber of Commerce, dated 10th September 1889 545
From the Secretary of Lloyd's to the Bombay Chamber of Commerce, dated 4th September 1889 545

NN.—SPECIAL PRIVILEGES ACCORDED TO FOREIGN MAIL STEAMERS IN BRITISH COLONIAL PORTS.

From Edward Wingfield, Esq., to the London Chamber of Commerce, dated 4th May 1889 546
From Bombay Chamber of Commerce to the London Chamber of Commerce, dated 4th July 1889 546

OO.—REVISION OF THE TARIFF IN THE FRENCH INDO-CHINESE POSSESSIONS.

From the Government of India to the Chamber of Commerce, Bombay, dated 29th June 1889 547
From the Bombay Chamber of Commerce to the Government of India, dated 17th July 1889 547

PP.—FUNCTION OF LLOYD'S AGENTS ABROAD.

Circular Letter from Lloyd's Committee, dated 5th December 1888... 548

QQ.—LIABILITY OF STEAMSHIP OWNERS UNDER BILLS OF LADING SIGNED BY AGENTS.

From Messrs. Ralli Brothers to the Bombay Chamber of Commerce, dated 31st December 1888 550
From the Bombay Chamber of Commerce to Messrs. Ralli Brothers, dated 5th January 1889 551
Circular Letter to the Members of the Bombay Chamber of Commerce, dated 5th January 1889 552

RR.—BOMBAY PORT TRUST BUDGET ESTIMATES.

Memorandum on the Budget Estimates 553

SS.—THE NEW GRAVING DOCK.

PAGE
From the Bombay Chamber of Commerce to the Bombay Port Trust, dated 5th November 1889 558
From the Bombay Port Trust to the Bombay Chamber of Commerce, dated 14th November 1889... 558
From the Bombay Government to the Bombay Port Trust, dated 27th May 1889 559
From the Government of India to the Bombay Government, dated 7th May 1889 559
From the Bombay Port Trust to the Bombay Government, dated 7th June 1889 559
From the Bombay Government to the Bombay Port Trust, dated 14th June 1889 560
From the Bombay Port Trust to the Government of Bombay, dated 22nd June 1889 560
From the Bombay Chamber of Commerce to the Government of Bombay, dated 28th November 1889 561

TT.—COMPULSORY PILOTAGE FOR COASTING STEAMERS.

From Messrs. Shepherd & Co. to the Bombay Chamber of Commerce, dated 10th April 1889 562
From the Bombay Chamber of Commerce to Messrs. Shepherd & Co., dated 24th April 1889 562
From Messrs. Shepherd & Co. to the Bombay Chamber of Commerce, dated 12th June 1889 563
From the Chamber of Commerce to Messrs. Shepherd and Co. dated 26th June 1889 563
From Messrs. Shepherd and Co. to the Bombay Chamber of Commerce, dated 29th August 564
From the Bombay Chamber of Commerce to Messrs. Shepherd and Co., dated 9th September 1889 565
From Messrs. Shepherd and Co. to the Bombay Chamber of Commerce, dated 31st October 1889 566

UU.—THROUGH BOOKING OF PIECE-GOODS FROM GLASGOW TO DELHI.

From B. B. and C. I. Railway to the Bombay Chamber of Commerce, dated 22nd June 1889 567
From Bombay Chamber of Commerce to the B. B. and C. I. Railway, dated 28th June 1889 568

VV.—VENTILATION OF IRON VESSELS.

PAGE
From the Institute of London Underwriters to the Bombay Chamber of Commerce, dated 6th December 1888 569
From the Bombay Chamber of Commerce to the Bombay Underwriters' Association, dated 5th January 1889 569
From the Bombay Chamber of Commerce to the Institute of London Underwriters, dated 5th January 1889 570

WW.—SUPPLY OF EGYPTIAN COTTON SEED TO THE MADRAS BOARD OF REVENUE.

From the Director of Agriculture to the Bombay Chamber of Commerce, dated 8th May 1889 571
From Commissioner, Revenue Settlement, Madras, to the Director of Agriculture, Bombay, dated 24th April 1889 571
From the Bombay Chamber of Commerce to the Director of Agriculture, Bombay, dated 9th May 1889 572
From the Director of Agriculture, Bombay, to the Chamber of Commerce, Bombay, dated 15th May 1889 572
From the Bombay Chamber of Commerce to Messrs. Peel and Company, Alexandria, dated 17th May 1889 572
From Messrs. Peel and Company, Alexandria, to the Bombay Chamber of Commerce, dated 31st May 1889 573
From the Bombay Chamber of Commerce to the Commissioner of Revenue Settlement, Madras, dated 21st June 573
From the Commissioner of Revenue Settlement, Madras, to the Chamber of Commerce, Bombay, dated 6th July 1889 574

XX.—CART DRIVERS' STRIKE.

From Messrs. Latham, Abercrombie & Co. to the Bombay Chamber of Commerce, dated 26th April 1889 575
From the Bombay Chamber of Commerce to Messrs. Latham, Abercrombie & Co., dated 29th April 1889 575

YY.—SAMPLES OF RUSSIAN GOODS SOLD IN THE BAZARS OF TURKESTAN.

From the Government of India to the Chamber of Commerce, Bombay, dated 12th June 1889... 576
From the Bombay Chamber of Commerce to the Government of India, dated 21st June 1889 576
From the Government of India to the Bombay Chamber of Commerce, dated 30th October 1889 577

ZZ.—MEMORIAL FROM INDIAN BRITISH SUBJECTS IN ZANZIBAR.

PAGE
Memorial to the Agent and Consul General, Zanzibar, dated 10th March 1889. 578
From the Bombay Chamber of Commerce to Messrs. Cowasjee Dinshah and Brothers, dated 10th May 1889 581

AAA.—REPORT ON THE TRADE OF ZANZIBAR.

From the Government of India to the Bombay Chamber of Commerce, dated 14th March 1889 582
From Major C. M. Macdonald to the Marquis of Salisbury, dated 19th December 1887. 582
From the Chamber of Commerce, Bombay, to the Government of India, dated 27th March 1889 586

BBB.—MERCANTILE AND TRADE MUSEUMS.

From the Government of Bombay to the Chamber of Commerce, dated 26th July 1889 587
From the Secretary and Curator, Victoria and Albert Museum, Bombay, to the Bombay Government, dated 14th March 1889 ... 589
From the Jubilee Technical Institute, Bombay, to the Bombay Government, dated 16th July 1889 591
From the Chamber of Commerce, Bombay, to the Bombay Government, dated 1st August 1889 592

CCC.—ENDOWMENT FUND FOR THE TRAINING AND MAINTENANCE OF NURSES AT THE JAMSETJEE JEJEEBHOY HOSPITAL.

From the Bombay Government to the Chamber of Commerce, Bombay, dated 23rd May 1889 593
From the Bombay Chamber of Commerce to the Bombay Government, dated 5th June 1889... 595

DDD.—ELECTION OF CHAMBER'S REPRESENTATIVES ON THE CORPORATION.

From the Bombay Municipal Commissioner to the Bombay Chamber of Commerce, dated 17th December 1888 596
Memo. from the Municipal Commissioner, dated 15th December 1888 596
From the Bombay Chamber of Commerce to the Municipal Commissioner, dated 25th January 1889 597
Rules of the Chamber for the Election of Municipal Corporators ... 597
From the Chamber of Commerce, Bombay, to the Municipal Commissioner, Bombay, dated 7th February 1889 599

EEE.—ESTABLISHMENT OF A CHAMBER OF COMMERCE AT CAWNPORE.

PAGE
From the Cawnpore Chamber of Commerce to the Bombay Chamber of Commerce, dated 24th December 1888 601
From the Bombay Chamber of Commerce to the Cawnpore Chamber of Commerce, dated 22nd February 1889 602

FFF.—NEW ZEALAND AND SOUTH SEAS EXHIBITION.

From the Bombay Government to the Bombay Chamber of Commerce, dated 26th June 1889 603
Official Programme... 603
Conditions and Regulations 604
Cassifications of Exhibits 606
From the Bombay Chamber of Commerce to the Bombay Government, dated 4th July 1889... 607

GGG.—FALLING OFF IN THE EXPORTS OF SALT FROM BOMBAY TO CALCUTTA AND BRITISH MALABAR.

From the Collecter of Salt Revenue to the Bombay Chamber of Commerce, dated 13th February 1889 608
From the Bombay Chamber of Commerce to the Collector of Salt Revenue, dated 26th February 1889 608

HHH.—SUITS IN COURTS OF SMALL CAUSES UNDER SECTION 7 OF THE ARMY ACT, 1888.

From Messrs. Treacher and Company, Limited, to the Bombay Chamber of Commerce, dated 26th November 1889 609
From the Bombay Chamber of Commerce to Messrs. Treacher and Company, Limited, dated 28th November 1889 609
From the Bombay Chamber of Commerce to Messrs. Treacher and Company, Limited, dated 16th December 1889 610

III.—CHAMBER'S LIBRARY.

Chamber's Library 611

JJJ.—STATISTICAL STATEMENTS.

Weekly Current Quotations, Foreign Trade of British India, Bombay Presidency, &c., &c. 772

Chairmen and Secretaries of the Bombay Chamber of Commerce from 1836-37 to 1889 636
General Meetings of the Chamber 637
Bombay Port Trust, Bye-laws for the Regulation and Management of the Wet Docks, &c., &c. 667

Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

WILLIAM RATHBONE, Esq., M.P.
A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq., M.P.
Colonel L. CONWAY-GORDON.

Members.

Messrs. ALDRIDGE, SALMON & Co.
" BATES (EDWARD) & Co.
" BENN, ASHLEY & Co.
" BLASCHECK (A.) & Co.
" CRAWFORD, BURDER, BUCKLAND AND BAYLEY.
" BREUL & Co.
" CRAIGIE, LYNCH AND OWEN.
" DÜRST & Co.
" ERNSTHAUSEN & Co.
" EWART, LATHAM & Co.
" FINLAY, MUIR & Co.
" FORBES (C. H. B.) & Co.
" FORBES (SIR CHARLES) & Co.
" FRAMJEE, SANDS & Co.
" GADDUM, BYTHELL & Co.
" GLADE & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" HERFORD AND TOMKINSON.
" JOHN FLEMING & Co.
" KILLICK, NIXON & Co.
" KERR, TARRUCK & Co.
" KING, KING & Co.
" LATHAM, ABERCROMBIE & Co.
" LOCKHART (GEORGE) & Co.
" LYON & Co.
" MACDONALD (C.) & Co.
" MACKINNON, MACKENZIE & Co.
" NARANDAS RAJARAM & Co.
" N. P. NATHAN'S SONS.
" OWEN & OKELL.
" PAYNE, GILBERT AND SAYANI.
" RALLI BROTHERS.
" RICHARDSON AND CRUDDAS.
" RITCHIE, STEUART & Co.
" ROUGHTON AND BYRNE.
" SALLUGRAM, KHUNNAH & Co.
" SAMUEL SANDAY & Co.
Messrs. SASSOON (D.) & Co.
" SASSOON (E. D.) & Co.
" SAUQUET (F.) & Co.
" SHEPHERD & Co.
" SPINNER (E.) & Co.
" THOMAS G. HILL & Co.
" TOD, DURANT & Co.
" VOLKART BROTHERS.
" WALLACE & Co.
" THE BOMBAY COMPANY, LD.
JOHN FACHIRI, Esq.
P. LEUTHARDT, Esq.
SIR DINSHAW MANOCKJEE PETIT.
SIR TARIA TOPUN,
AHMEDBHOY HUBIBBHOY, Esq.
JAMMADAS LULOOBHAI, Esq.
THE STANDARD LIFE ASSURANCE Co.
THE SOUTH BRITISH FIRE AND MARINE INSURANCE CO. OF NEW ZEALAND.
THE NEW ORIENTAL BANK CORPORATION, LIMITED.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE G. I. P. RAILWAY COMPANY.
THE B. B. & C. I. RAILWAY
THE P. & O. S. N. COMPANY.
THE AUSTRO-HUNGARIAN LLOYD'S S.N. COMPANY.
THE RUBATTINO S. N. COMPANY.

RETIRING COMMITTEE.

The Hon'ble SIR F. FORBES ADAM, Kt., C.I.E., *Chairman.*
A. F. BEAUFORT, Esq., *Deputy Chairman.*

Members.
G. A. BARNETT, Esq., C.I.E.
M. C. TURNER, Esq.
G. C. SCARAMANGA, Esq.
J. GREENWOOD, Esq.
A. M. GUBBAY, Esq.
* A. ABERCROMBIE, Esq.
† W. R. MACDONELL, Esq

COMMITTEE FOR 1890.

A. F. BEAUFORT, Esq., *Chairman.*
L. R. W. FORREST, Esq., *Deputy Chairman.*

Members.
Major W. S. S. BISSET, R.E., C.I.E.
W. R. MACDONELL, Esq.
F. C. MACRAE, Esq.
H. W. ULOTH, Esq.
J. STIVEN, Esq.
J. L. SYMONS, Esq.
J. TINTNER, Esq.

JOHN MARSHALL, Esq., *Secretary.*

* Owing to the death of Mr. John Y. Lang (who was elected a member of the Committee for the year) in February 1889, Mr. A. K. Leslie was invited to fill the vacancy in the Committee. That gentleman having served for five months retired on 3rd July and his seat was taken by Mr. A. Abercrombie.

† Mr. E. Schoen (who was also appointed a member of the Committee for 1889) retired on proceeding to Europe in May, and was replaced by Mr. W. R. Macdonell.

PUBLIC HOLIDAYS
FOR THE YEAR 1890.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments Act, 1881"

New Year	2nd January	Thursday	1 Day.
Holi	6th March	Thursday	1 ,,
Jamshedi Naoroz	21st March	Friday	1 ,,
Ramnavami	29th March	Saturday	1 ,,
Easter	5th and 7th April.	Saturday & Monday	2 Days.
Queen's Birthday	24th May	Saturday	1 Day.
Cocoanut Day	31st July	Thursday	1 ,,
Gokul Ashtami	8th August	Friday	1 ,,
Mohurrum	27th August	Wednesday	1 ,,
Parsi New Year	16th & 17th Sept.	Tuesday & Wednesday	2 Days.
Ganesh Chaturthi	18th September	Thursday	1 ,,
Dussera	23rd October	Thursday	1 ,,
Dewali	12th & 13th Nov.	Wednesday & Thursday	2 Days
Christmas	24th & 26th Dec.	Wednesday & Friday.	2 ,,
New Year	31st December	Wednesday	1 Day

Note.—Good-Friday, Christmas Day and New Year's Day are holidays under the Negotiable Instruments Act.

HOLIDAYS UNDER CHARTER-PARTIES
FOR THE YEAR 1890.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1890 :—

New Year	1st and 2nd January.	Wednesday & Thursday	2 Days
Holi	6th March	Thursday	1 Day.
Easter	4th April	Friday	1 ,,
Queen's Birthday	24th May	Saturday	1 ,,
Cocoanut Day	31st July	Thursday	1 ,,
Gokul Ashtami	8th August	Friday	1 ,,
Mohurrum	27th August	Wednesday	1 ,,
Parsi New Year's Day	17th September	Wednesday	1 ,,
Dussera	23rd October	Thursday	1 ,,
Dewali	12th & 13th Nov.	Wednesday & Thursday	2 Days
Christmas	24th & 25th Dec.	Wednesday & Thursday	2 ,,

By order of the Committee,
JOHN MARSHALL,
Secretary.

Bombay Chamber of Commerce, 21st December, 1889.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the Annual General Meeting of the Chamber held on the 15th January 1890.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee : the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.
7. The retiring Committee shall appoint two days, for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of each ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.
11. In the event of an equality of votes preventing the due

election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railway and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being, and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by

one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 p.m. on the second day of the ballot, shall open the Box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the Candidates the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 p.m. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

,—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January, 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Damodher Gokuldas, of Messrs. Morarji Gokuldas & Co.
„ Mowji Premjee Toolsidas of Premji Toolsidas, Esq.
„ Purshotam Cooverjee of Tricamdas Purshotam, Esq.
„ Ramjee Lakhmidas
„ Hemraj Canji
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
„ Canjee Dharamsey of Kalidas Dharamsey, Esq.
„ Ruttonsey Damodher of Megjee Hemraj, Esq.
„ Dharamsey Kallidas of Ranchod Kallidas, Esq.
„ Purshotam Govindjee
„ Burjorjee Cawasjee of Cawasjee Temuljee, Esq.
„ Jivram Vishanjee of Jagjeewan Govindjee, Esq.
„ Rowjee Naranjee of Ruttonsey Canjee, Esq.
„ Liladhur Jeyram Naranji, of Messrs. Vishram Mowji & Co.
„ Narandas Thakersey Moolji of Messrs. Thakersey Mulji Sons & Co.
„ Madhowjee Thakersey
„ Laljee Jivraj of Ghella Dayal, Esq.
„ Vishanjee Purshotam of Megji Govind, Esq.
„ Jadowjee Jagjeewan of Jagjeewan Hemraj, Esq.
„ Purshotam Govindjee of Damodher Haridas, Esq.
„ Chaturbhoj Shivjee of Gokuldas Shivjee, Esq.
„ Purshotam Naranjee
„ Vithaldas Khetsey of Purshotam Lakhmidas, Esq.
„ Mathradas Mowjee of Gokuldas Morarji, Esq.
„ Jivandas Tricumdas.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

The Hon'ble Sir F. Forbes Adam, Kt., C. I. E., of Messrs. W. & A Graham & Co.
Mr. J. L. Symons, of Messrs. Finlay, Muir & Co.
„ A. F. Beaufort, of Messrs. Lyon & Co.
„ E. Miller, of Messrs. C. Macdonald & Co.
„ R. B. Sedgwick, of Messrs. Killick, Nixon & Co.
„ J. Thorburn, of Messrs. Sir Charles Forbes & Co.
„ A. Abercrombie, of Messrs. Latham, Abercrombie & Co.
„ C. Douglas, of Messrs. Ritchie, Steuart & Co.

Mr. A. Pallis, of Messrs. Ralli Brothers.
,, H. A. Richardson, of Messrs. Wallace & Co.
,, J. G. Russell, of Messrs. Benn, Ashley & Co.
,, A. Ertel, of Messrs. Volkart Brothers.
,, H. Curjel, of Messrs. Punnett & Co.
,, J. P. Cornforth, of Messrs. Aldridge, Salmon & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be rupees fifteen, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall of the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of Measurement,	The name of the ship or steamer.
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 26th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½

22. On guaranteeing bills, bonds or debts in general, by endorsement or otherwise ... ... ½
23. On bills of exchange returned, noted or protested ... ... ¼
24. On granting and cashing letters of credit 1
25. On depositing Government paper as security for constituents ½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27. On procuring freight 2½
"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

28. On collecting freight 2½
29. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 2½
30. On shipping goods of every description on which no commission for the purchase has been charged 1
31. On shipping treasure, bullion, and jewellery ... ... ⅛
32. On ship's disbursements when not in funds 1
33. On account of passage-money, whether the same passes through the Agent's hands or not 5
34. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½
35. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 1
36. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 1
If Opium, Indigo, Raw Silk or Silk Goods ... ... ½
If Treasure, Precious Stones, or Jewellery ... .. ¼
37. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 *of the General Rates of Commission which fixes the rate "on procuring freight."*

SHIP FREIGHT INWARDS TO BOMBAY
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888:—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter-party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq, of Messrs. Lawrence & Co.,

and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when Freight is payable on weight, the same is to be on the Net Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the remeasurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

AT a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton but in no case to exceed 20 cwt. dead-weight.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 cwt.
Annato, in cases	40 feet.	...	50 feet.
Apparel	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 cwt.	...	20 cwt.
Barley (in bags)	...	15 cwt.	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone meal and bone dust ...	...	20 cwt.	20 cwt.
Bones, crushed, in bags ...	...	...	...
Do. loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion	per cent.	...	per cent.
Camphor, in cases... ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	...	50 feet.
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.
Cigars	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Cloves, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	...	20 cwt.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Cocoa, in bags	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	14 cwt.	16 cwt.
Coir, in bales	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils ...	40 feet.	...	8 cwt.
Colocynth, in cases ...	40 feet.	...	50 feet.
Colombo Root, in bags ...	8 cwt.	...	14 cwt.
Copra, in robins	8 cwt.	8 cwt.	12 cwt.
Do. in bags	...	...	12 cwt.
Cut Copra in bags... ...	...	11 cwt.	...
Coral, Rough (not specimen), in bags	16 cwt.	...	20 cwt.
Cotton Seed	...	13 cwt.	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 feet.	...	50 feet.
Do. in bags... ...	16 cwt.	...	20 cwt.
Cubebs	10 cwt.	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 cwt.	...	20 cwt.
Do. dry	13 cwt.	...	16 cwt.
Dhall, crushed (in bags) ...	...	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight...	40 feet.	...	50 feet.
Do. otherwise	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases ...	40 feet.	...	5 feet.
Do. in bundles..	14 cwt.	...	18 cwt.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Elephants' Teeth, loose ...	16 cwt.	...	20 cwt.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ...	..	17 cwt.	...
Flour	...	18 cwt.	...
Furniture	40 feet.	...	50 feet.
Galingals	10 cwt.	...	12 cwt.
Galls, in bags	13 cwt.	...	16 cwt.
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	10 cwt.	...	12 cwt.
Gram (in bags)	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled ...	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ...	5 cwt.	...	7 cwt.
Hides&Skins,in screwed bales	40 feet.	...	50 feet.
Do. loose and in small bundles.	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose..... ...	6 cwt.	...	8 cwt.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases	40 feet.	...	50 feet.
Iron, old...	...	20 cwt.	20 cwt.
Iron rails	...	20 cwt.	20 cwt.
Jackwood	40 feet.	...	50 feet.
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Do. crushed (in bags) ...	...	17 cwt.	...
Linseed, in bags	16 cwt.	...	18 cwt.
Mace, in cases	40 feet.	...	50 feet.
Maize (in bags)	...	16 cwt.	...
Mother-o'-Pearl, in cases ..	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 cwt.	18 cwt.	20 cwt.
Mowra Seed, in bags ...	13 cwt.	...	16 cwt.
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags ...	13 cwt.	...	16 cwt.
Niger Seed	14 cwt.	...	17 cwt.
Nutmegs, in cases... ...	40 feet.	...	50 feet.
Nux Vomica, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210Im. gals.
Oil-seeds—			
Castor Seed	14 cwt.	...	17 cwt.
Teel or Gingelly Seed ...	14 cwt.	15 cwt.	...
Rape Seed	14 cwt.	16 cwt.	...
Mustard Seed	14 cwt.	16 cwt.	...
Opium	per chest.	...	per chest.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 cwt.	...	16 cwt.
Pimento...	12 cwt.	...	14 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton
Plumbago, in bags ...	16 cwt.	...	20 cwt.
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ ,,)	13 cwt.	...	16 cwt.
Poppy Seed, single bags (1¼ cwt.).	14 cwt.	...	17 cwt.
Do. double bags (1¼ ,,)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground	13 cwt.	...	16 cwt.
Red Wood	13 cwt.	...	16 cwt.
Rhubarb, in cases	40 feet.	...	50 feet.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases.. ...	40 feet.	...	50 feet.
Do. in screwed bales ...	40 feet.	...	50 feet.
Do. in bags	8 cwt.	...	10 cwt.
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cwt.
Sealing Wax, in cases ...	40 feet.	...	50 feet.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ...	16 cwt.	...	20 cwt.
Silk, in bales	8 cwt.	...	10 cwt.
Do. in cases	40 feet.	...	50 feet.
Soap, in cases	40 feet.	..	50 feet.
Sugar, in bags	16 cwt.	...	20 cwt.
Talc	16 cwt.	...	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak : Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague	16 cwt.	...	20 cwt.
Unrated Wood	11 cwt.	...	14 cwt.
Weed Seed (in bags) ...	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 cwt.	...	16 cwt.
Wheat	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks. .	40 feet.	...	50 feet.
Do. in cases...	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.
Zedory	16 cwt.	...	20 cwt.

The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES,

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies	Bag.	0	1	0
Cheroots	In cases of 10,000.	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0	12	0
Do. (on the North of the P. & O. Co.'s Dock)	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Copper and Yellow Metal (in Cases)	Ton.	1	12	0
Do. do. (in Cakes or Slabs)	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags)	Cwt.	0	1	0
Do. wet (do. do.)	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)	Cwt.	0	1	0
Ghee	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50)	Bundle.	0	1	0
Haberdashery and Millinery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Iron (Loose and in Bundles)	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	1	4	0
Mace	Case.	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Pianos	Each	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	3	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring) ...	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ..	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0
Do.	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases).	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)	Do.	1	6	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

ANNUAL REPORT.

YOUR COMMITTEE have the honor to lay before the members a report on the leading subjects discussed and dealt with during the past year, accompanied by the usual annual statement of the affairs and funds of the Chamber up to 31st December 1889. The first matter of moment which your Committee had to deal with was

THE MERCHANDISE MARKS ACT.

This enactment was passed into law on 1st March 1889, and took effect from 1st April. Before it was passed, however, considerable modifications were made in the original Bill by the Select Committee of the Legislative Council appointed to consider it in detail; and, amongst others, a new clause was introduced by section 12 of the Act rendering it compulsory to stamp the length, on each piece, of all piece-goods manufactured in British India. A similar provision was also made regarding goods imported into British India by the provision in the Act for the amendment of section 18 of the Sea Customs Act, 1878. The suggestion for the compulsory stamping of piece-goods had originally been considered and rejected by the previous Committee of the Chamber, as being likely to give rise to obstruction in trade and great inconvenience in the practical working of the Act; nor did they at that time consider that the general body of commercial opinion would be in favour of the proposal. When the Bill came before the Select Committee, however, it was found that compulsory stamping had many more supporters than your former Committee anticipated, and the Chamber was asked to reconsider the question by the light of the further evidence and information which

had in the interval been adduced. Taking the opinion of the members of the Special Committee who had previously reported on the Bill, your Committee ultimately decided to withdraw their opposition to compulsory stamping, although as they stated to Government, they foresaw objections to the proposal which might render it extremely difficult in working, and, to a great extent, abortive in results. Admitting that the stamping of false lengths on piece-goods had led to serious fraud and that compulsory stamping would, so far as goods were dealt with by importers or first sellers, afford a prompt remedy, they pointed out that at a later stage, after the goods had got into the hands of retailers, there would be great difficulty in preventing a recurrence of the same fraudulent practice. They instanced, moreover, another feature of the trade which was likely to give rise to much inconvenience, in that it had always been the custom to mark certain descriptions of goods by tickets and labels which would be easily removable, while, in other goods, it would be possible by sacrificing say one fold of the piece to remove the stamping entirely.

After the passing of the Act Government again consulted the Chamber with respect to the permissible variations between the described and actual lengths and measurements of goods, yarns, etc., which should be ruled under the Act, and a new Special Committee was convened to deal with the question. The Committee consisted of Mr. A. F. Beaufort (Messrs. Lyon and Co.) Mr. G. Cotton (Messrs. Greaves, Cotton and Co.) Mr. G. C. Scaramanga (Messrs. Ralli Brothers) Mr. R. Wehrli (Messrs. Volkart Brothers) Mr. E. Miller (Messrs. C. Macdonald and Co.) and Mr. R. S. Campbell (Messrs. W. and A. Graham and Co.). The Special Committee were unanimous as to the permissible variations on cotton piece-goods, but considerable divergence of

opinion prevailed with respect to yarns, both grey and dyed, necessitating a revision of the report before it was transmitted to Government as the opinion of the Chamber. With respect to cotton piece-goods, the Committee recommended the adoption of the permissible variations as decided by the Manchester Chamber of Commerce in February 1888, omitting only the provisions for foreign measures which the Indian Act does not recognise. In Cotton Yarns, (grey) a variation of 5 per cent. in the count either way, was recommended, and, assuming the hank to be 840 yards, required that the yarn should average that length. For dyed yarns the Committee advised that the count stamped or ticketed upon bundles should be accepted as an indication of length only, not of weight, and the permissible variation as regards length should be 5 per cent. either way the same as in grey yarns. For thread of all kinds, cotton, woollen, flax and silk, a permissible variation of 1 per cent. was recommended, and in paper a variation of 3 per cent. either way from the weight stamped on each package or ream. The Committee, in recommending the adoption of these permissible variations, again pointed out that the sections rendering it compulsory to stamp the length on all piece-goods sold by the length or piece might lead to considerable difficulty in practice. They showed that in many descriptions of imported piece-goods—such as net, prints, chintzes and dyed cloths,—it had always been the custom to attach tickets or work in the marks with thread, stamping being practically impossible owing to the colours of the goods rendering it undistinguishable. The Committee accordingly recommended that, in conjunction with the permissible variations sanctioned, Government should notify that stamping under the sections of the Act quoted should be held to mean ticketing on all such goods as it had hitherto been the custom to mark in that manner or that

do not like ordinary grey and bleached cotton goods admit of stamping.

As the Chamber had up to the 6th June received no reply to this last suggestion, and the time was rapidly approaching when shippers from England and the Continent would require to meet the provisions of the Act by stamping the lengths on all piece-goods shipped to India, it was thought advisable to telegraph to Government on the subject, soliciting an early reply, so that Indian merchants might be in a position to give definite instructions to their home agents. On the 19th June the Government of India telegraphed and wrote to the Chamber saying that the suggestion could not be acted upon except by an amendment of the law; and your Committee, therefore, to avoid the possibility of future complication, at once communicated this intelligence to the Manchester Chamber of Commerce by wire and at the same time made the information generally known to the members of the Chamber, so that they might individually take steps to see that the requirements of the Act were duly complied with.

The timely precautions thus taken have prevented any trouble arising in connection with the compulsory stamping of lengths on piece-goods on this side, but in Calcutta the trade was apparently less fortunate, and the Bengal Chamber of Commerce found it necessary to apply to Government to postpone the enforcement of the sections of the Act dealing with this question. When so doing the Bengal Chamber addressed this Chamber asking for support in their action, but your Committee saw no necessity for appealing to Government as no difficulties had arisen; and they had not received a single representation from members on the subject.

In the meantime the Bengal Chamber of Commerce had taken up the question of the length of hanks of grey yarns, and adopting the view which had been expressed by a minority of the Special Committee originally appointed to discuss the permissible variations, suggested that 10 lb. bundles should be passed if containing 9 lb. 12 oz. of yarns on the average and that the hank of the yarn should be considered 840 yards, but that the requisite average should be fixed at 820 yards. A reconsideration of this matter did not induce the Committee to change their decision, as they could not see anything but slight mechanical difficulties in the way of reeling an average of 840 yards as compared with an average of 820 yards to the hank.

On the 13th August the Government of India published the rules under the Act, practically adopting the views of this Chamber. Owing to the uncertainty which the discussion had created as to the probable ruling on the question of the length of yarns, your Committee considered it advisable, immediately on the Government notification being published, to call the special attention of spinners and shippers at home to the matter, and they accordingly telegraphed to the Manchester Chamber of Commerce urging the necessity of complying with the requirements of Government.

The question has since been considerably debated both in India and in England, but it is satisfactory to note that the Manchester Chamber of Commerce has recently affirmed the correctness of the position all along maintained by this Chamber regarding the length of hanks of grey yarns, merely suggesting in their last communication on the subject that reasonable time should be given to allow of the trade conforming to the law. Regarding the permissible variations fixed for dyed yarns, a discussion has also been

raised by dyers at home asserting that the shrinkage which takes place in the process of dyeing will render it impossible for them to comply with the lengths insisted upon by the law unless yarns of a special length only are used for dyeing. It is stated that the shrinkage is as much as 5 per cent. or in other words that a hank which is 840 yards in the grey would turn out only 798 yards when dyed. The Committee deemed this alleged shrinkage somewhat excessive, but acknowledging at the same time that some shrinkage must take place, have again asked the dyers of Glasgow and neighbourhood to state what the difficulties are in the way of obtaining yarns which would enable them to dye hanks to an average of 840 yards. Should these difficulties be such as this Chamber considers insuperable, it might then be advisable to approach Government with a recommendation to make such an alteration in the rules as would cover the exceptional difficulty which producers of dyed yarns have to contend with. But your Committee at the same time consider it in the last degree inadvisable to address Government with recommendations for any change in the law until a fuller experience of the working of the Act would enable them to embrace in their suggestions each and every point which called for amendment or modification. —(*Appendix* B.)

OBSTRUCTION TO IMPORTERS UNDER THE MERCHANDISE MARKS ACT.

Immediately after the provisions of the Merchandise Marks Act were first put in force, complaints arose as to obstruction to trade on the part of the Custom House authorities in Bombay by their too strict interpretation of the letter rather than the spirit of the Act. Several cases were brought before your Committee regarding which they considered the complaints alleged were fully justified,

and as a preliminary measure they addressed the Government of India on 5th June pointing out that the line of action which the Custom House officials had adopted was causing serious loss and inconvenience to importers, and suggesting that Government should issue directions to exercise reasonable discretion in the interpretation of the law. At the same time a Special Committee was appointed to investigate any complaints which could be brought forward, consisting of the Hon'ble F. Forbes Adam, C.I.E., Chairman of the Chamber, Mr. A. Abercrombie (Messrs. Latham, Abercrombie and Co.) Mr. M. F. Reid (the Bombay Company Ld.) Mr. L. Aeppli (Messrs. Volkart Brothers) Mr. E. Miller (Messrs. C. Macdonald and Co.) and Mr. G. McLaren (Messrs. Owen and Okell). This Special Committee, after a most painstaking investigation of a great number of cases brought before them, eventually submitted a very full report which the Committee of the Chamber having approved in its entirety forwarded to the Government of India. After instancing various representative cases in which the Committee considered the action of the Custom House authorities had resulted in needless obstruction and inconvenience, the Committee went on to point out that there was one section of the Act, namely 10, (*i.i.*) ; which had so far not been enforced by the Collector of Customs in Bombay, but should it ever be strictly insisted upon might cause considerable hardship to some importers. This section requires that the place of manufacture as well as the country in which it is situated must be conspicuously indicated on all goods of foreign manufacture bearing the name or trade-mark of any person who is a manufacturer, trader or dealer in the United Kingdom or British India. This, strictly interpreted, might easily be the means of causing some importers to disclose the origin and place

of manufacture of goods to trade competitors, and the Committee of the Chamber intimated that should it ultimately be found necessary to apply to Government for an amendment of the Act, that this particular provision would be one they should desire eliminated.

The Government of India were most cordially prompt in addressing the local Government respecting the complaint transmitted by the Chamber, and in a very few weeks the Custom House authorities had so modified their procedure that complaints became few and unimportant. Latterly they appear to have entirely ceased, and to all outward appearance the Act is now being worked with little or no friction. As regards section 10 (*i.i.*) of the Act, to which the Committee of the Chamber took exception, representations have since been received from the Bengal and Rangoon Chambers of Commerce suggesting an application being made to Government to repeal this section. The Committee, however, consider it advisable to delay such action for the same reason as that given in connection with the question of dyed yarns. —(*Appendix* C.)

ALLEGED CUSTOM HOUSE OBSTRUCTION.

In July last a member of the Chamber brought to the notice of the Committee an alleged case of obstruction on the part of the Custom House authorities in refusing to pass a quantity of methylated spirits of wine which the Government Analyst had pronounced as not having been rendered permanently and effectively unfit for human consumption. The importers stated that they had obtained a certificate from the manufacturer sworn before the British Consul that the spirit was composed of nine parts spirits of wine and one part wood naphtha—a mixture which they

asserted was, according to law, sufficient to render the spirits permanently and effectively unfit for human consumption. They further sent in the report of an independent chemist, who, after having analysed a sample, stated that he also considered it sufficiently methylated to comply with the law. On these grounds the importers claimed the assistance of the Chamber in either getting the shipment passed or permission to obtain a fresh analysis. In the first instance your Committee were not in favour of taking the matter up with the Custom House authorities, as at that juncture the question of obstruction in the Custom House in connection with the Merchandise Marks Act had resulted in a considerable amount of correspondence with the Collector. But on further representations being received from the importers of the spirits, it was decided to appoint the Chairman and Deputy Chairman a Sub-Committee to investigate the complaint and decide whether Government should or should not be addressed respecting it. As the result of their deliberations the Committee addressed the Collector pointing out that it would only be fair to the importers to permit a fresh analysis to be made and that without for a moment impugning the correctness of the analysis made by the Government Analyst, it was quite possible, they thought, that a fresh test might give a somewhat different result. They further suggested that in matters of this kind it might be a judicious arrangement both on behalf of Government and importers if provision were made for reference to an independent analyst in whom Government had confidence whenever a dispute of this nature arose. The Collector in reply to this communication stated that it was not within his province to dispose of it as the importers had already carried the matter before the Commissioner of Customs. The Committee accordingly addressed the Commissioner in a similar strain, and eventually he

authorised fresh samples being drawn for the purpose of analysis. This analysis was referred to the Government Analyser, Dr. Barry, who stated that the samples were of the same quality as those reported upon by his predecessor, Dr. Lyon, and the Commissioner thereupon declined to modify his previous orders respecting the shipment.

The importers, considering themselves unfairly treated by this second analysis having been made through the Government Analyser, the Committee undertook, if samples could be obtained, to have separate and independent analyses made. This was accordingly done, but the two chemists to whom the Chamber submitted the samples gave it as their opinion that the spirit had not been sufficiently methylated to render it permanently unfit for human food. Under the circumstances the Committee intimated that they could not address Government again on the subject.—(*Appendix* **D.**)

LEGISLATIVE ENACTMENTS.

The opinion of the Chamber has, as usual, been solicited by Government on all Bills in any way connected with mercantile affairs brought before the Legislature during the current year; and, where necessary, a special Committee has been appointed to consider the same.

BILL TO AMEND THE SEA CUSTOMS ACT, 1878, AND THE INDIAN TARIFF ACT, 1882.

The chief object of this Bill was to repeal the proviso to section 37 of the Sea Customs Act, 1878, enacting that when the rate of duty or tariff valuation applicable to goods imported, had been raised after time of shipment the rate of valuation applicable to such goods should be not the rate

and valuation in force on the date on which the bill of entry was delivered to the Customs Collector, but that in force on the date when port clearance had been granted at port of shipment. This proviso, which has no equivalent in the law of England or any other country, has been found to exercise a disturbing effect on trade in addition to causing heavy loss of revenue to Government, and the Committee accordingly fully approved of its repeal. Another object of the Bill was to make it clear that where goods liable to duty had been assessed and warehoused and the duty afterwards repealed, the goods might be cleared from the warehouse for home consumption free of duty. This, also, your Committee considered a desirable change and fully approved of it.—(*Appendix* **E.**)

DRAFT RULES ISSUED BY GOVERNMENT RELATING TO THE EXAMINATION OF ENGINEERS AND ENGINE-DRIVERS.

These Draft Rules issued in exercise of the power conferred on the Governor in Council by section 36 of the Indian Steam Ships Act of 1884, were, in January last, submitted to the Chamber through the Port Officer, Bombay, for the purpose of obtaining any criticism which the members of the Chamber might be prepared to offer. After carefully considering the rules and obtaining opinions thereon from the members of the Chamber more intimately connected with their operation, your Committee informed Government that they met with their entire approval. —(*Appendix* **F.**)

DRAFT RULES UNDER THE NATIVE PASSENGER SHIPS ACT, X OF 1887.

When these Rules came under the consideration of the Chamber last year, the Special Committee appointed to

consider them made a recommendation which was passed on to Government that in the Schedule regulating the number of boats to be carried by vessels in proportion to their tonnage, steamers under 200 tons register should be provided with boats in proportion to the number of passengers for which they were licensed. In making this proposal, the Committee were specially influenced by the disaster which occurred to the coasting steamer "Vaiturna" on which occasion 763 lives were lost; and the comparatively small amount of boat accommodation in proportion to the number of passengers was prominently brought out. Government having given due consideration to the Chamber's suggestion, recurred again to the subject in March of the present year, and asked the Chamber for some suggestion as to the basis on which it considered boat accommodation should be provided. Having regard to the importance of the question, the Committee obtained the opinions of various experts, amongst others those of Captain Sir Henry Morland, Port Officer, who favored them with a valuable report on the entire question.

As the result of their enquiries and debates, however, the Committee found themselves unable to suggest any practical solution of the difficulty, and so reported to Government, with the result that the Schedule was retained in the rules in the form originally proposed. In the course of their enquiries, the Committee elicited the satisfactory information that passenger coasters, sailing to and from Bombay, are, as a rule, provided with boat accommodation in excess of the law, and generally to a greater extent than similar services in other parts of the world.—(*Appendix* G.)

THE INDIAN PORTS BILL.

The Government of Bombay having solicited the opinion of the Chamber on the Indian Ports Bill, No II of 1889, a Special Committee was appointed to consider the same, consisting of the Hon'ble Mr. F. Forbes Adam, C.I.E., (Chairman of the Chamber,) Mr. J. L. Symons (of Messrs. Finlay, Muir and Co.,) Mr. M. C. Turner (of Messrs. Mackinnon, Mackenzie and Co.,) and Mr. H. W. Uloth (Superintendent, P. and O. S. N. Company). In accordance with the tenor of their report, the Committee of the Chamber informed Government that the provisions of the proposed enactment met with the approval of the Chamber. At the same time they expressed the hope that the powers suggested by the Trustees of the Port of Bombay in the direction of clause 16 of Act 2 of 1872 of the Government of Madras, for the purpose of enabling a local Government to detain a master and therefore a ship for a departmental enquiry as to the conduct of a port official or pilot, should not be granted without most careful consideration, as it appeared to the Committee that such powers would be of too wide and sweeping a character to be entrusted to any one body or official, and might easily be misused to the detriment and inconvenience of the public.—(*Appendix* **H.**)

PROPOSAL TO LEGISLATE FOR THE EXTENSION TO COURTS HELD UNDER ACT V. OF 1883, OF THE POWER TO AWARD COSTS.

The discussion of this matter which came before the Chamber from the Government of India originated with the Government of Bengal pointing out that there is no provision in the Indian Merchants Shipping Acts similar to that laid down in the English Merchant Shipping Act of 1854 which empowers the Justices or Magistrate investigating a

shipping casualty to make such order with respect to the costs of any investigation as he may deem just. Before dealing with the matter, the Committee obtained the views of Captain Bean, the acting Port Officer, and the representatives of the leading steam-ship companies trading to the port. The opinions expressed were not unanimous as to the desirability of the proposed legislation, but after mature consideration the Committee coincided with the majority in thinking that it was desirable to grant the extension of power suggested. They considered it an anomaly that the courts empowered to decide as to the responsibility involved in marine casualties and disasters should not also be entrusted with the power of awarding costs against those found in default. They suggested, however, the necessity of providing safeguards against an unduly heavy apportionment of such costs, and asked Government to submit to the Chamber for consideration before passing into law, the nature of the limitations which they would propose in this respect.—(*Appendix* I.)

RAILWAY EXTENSION.

For reasons which have already been laid before, and generally approved by, the body of the Chamber, your Committee, throughout the past year, have refrained from urging on Government any definite schemes of railway extension. Where opportunity has offered, however, they have invariably indicated the approval with which they would view any addition to railway communication throughout the country. But in the strained position of the finances of the Empire it would have been inconsistent, with the line of policy which the Chamber has so long observed, to urge schemes on Government which they had not the financial power to undertake. The recent material improvement in the sterling value of the rupee, has, however, imparted a

marked change to the financial aspect and prospects of Government, and it is a question worthy of the most careful consideration whether, having in view the possibility that the country's loss by exchange may have reached its maximum, it might not be advisable to adopt the policy of borrowing freely in England for purposes of railway development and construction. So long as there seemed a probability of the value of silver continuing to decline, the view of the Chamber has been invariably against extensive borrowing in England ; but should the present recovery give any signs of proving permanent or extending still further, a new line of policy would unquestionably be warranted.—(*Appendix* **J.**)

NECESSITY FOR INCREASING THE CARRYING POWER OF THE RAJPUTANA-MALWA RAILWAY.

In the previous year, the then Committee of the Chamber devoted considerable attention to and vigorously addressed Government regarding the necessity which existed for increasing the carrying power of the Rajputana-Malwa Railway, and indicated very decidedly the strong opinion which the Chamber entertained that the best mode of meeting this important and emergent question was the construction of the Godra-Rutlam line on the broad-gauge. During the current year your Committee saw nothing that they could urge beyond the arguments already adduced in favour of this scheme, more especially as they were aware, and had the definite assurance of the Bombay Government, that the moment the financial position admitted of it, this line would have its strongest and most cordial support. These assurances have been well redeemed by the sanction given on the 9th August 1889 for the construction of the line.—(*Appendix* **K.**)

THE GODRA-RUTLAM RAILWAY.

As mentioned above, this line received the sanction of the Secretary of State on 9th August 1889, on the following conditions:—

The money to be advanced by the Government when the financial arrangements of the Government of India admitted of it, and on the understanding that the line should be treated as a portion of the Rajputana-Malwa system both as to capital expenditure and working.

Up to the present time, so far as your Committee are aware, it has not been found practicable to arrange the preliminaries for entering on construction, and looking to the emergent necessity for relieving the pressure of traffic on the Rajputana-Malwa system, it may be desirable at an early date to address Government again urging the early prosecution of the undertaking.

With the sanction accorded to this line, the whole of the main routes of communication, which this Chamber has advocated for years past, may now be considered as fully covered, and the future demands of the mercantile community must necessarily be concentrated upon the extensions of existing systems of railways and the development of feeder branches. The difficulties in the way of providing these owing to existing Government guarantees are unquestionably considerable, although by no means insuperable, and it will be for the Government of India, in consultation with the Indian Chambers and other mercantile bodies to evolve a basis on which it will be possible to provide for the financial demands of the required extensions. In past times any representations to the Government of India on this subject have been met by the intimation that Government now considered further extensions should be left to private

enterprise. The impracticability of the position thus assumed as a general rule has been too frequently demonstrated to require further discussion at this stage, but there are exceptions to every rule and it is satisfactory to be able to record one in this case in
—(*Appendix* L.)

THE AHMEDABAD-DHOLLERA RAILWAY,

which it is confidently expected will be carried through by private and local enterprise. This line would be 77 miles in length from the Sabarmathi Station of the Rajputana-Malwa Railway to the port of Dhollera on the Gulf of Cambay, and the promoters anticipate the development of a large local as well as a through traffic with Bombay in conjunction with the sea route.
—(*Appendix* M.)

LEGISLATION REGARDING RAILWAY RECEIPTS.

The new Railway Bill for India, on which the Chamber reported last year, has not yet been passed into law, and the question of legislating for the purpose of rendering railway receipts negotiable instruments carrying a title to property in the same way as bills of lading is still therefore undecided. The importance of the subject has been prominently brought to the notice of the public during the current year by the unsatisfactory character and results of litigation which has taken place, involving decisions as to the negotiable value of these documents; and a recent judgment by the Hon'ble the Chief Justice of the Bombay High Court shows most clearly and unmistakably the absolute necessity which exists for amending the law in this respect. With the view of again addressing Government on the subject, your Committee recently submitted this judgment to the solicitors of the Chamber with the request

that they would point out any new arguments adducible therefrom in favor of the legislative change which the Chamber has advocated; and as soon as this opinion has been received, it will be incumbent on the in-coming Committee to take vigorous action in the matter.—(*Appendix* **N.**)

RATES OF RAILWAY CARRIAGE.

A considerable discussion, in which the new Upper India Chamber of Commerce has taken part, has taken place respecting the existing rates of railway carriage between the North-West and Calcutta, and also regarding the charges from outside Stations into Cawnpore, on goods coming down to Bombay over the Indian Midland and G. I. P. systems. Your Committee have not deemed it advisable to take any part in this discussion as they considered it would be in opposition to the policy which the Chamber has always advocated in favor of fair competition for competing lines.

TARE ON COTTON IN GOVERNMENT RAILWAY RETURNS.

The rapid change which has taken place of late years in the mode of pressing and packing cotton for transport has naturally induced a considerable alteration in the actual tares of cotton bales, and your Committee therefore addressed the Examiner of Guaranteed Railway Accounts, Bombay, and afterwards the Government of India in the Department of Revenue and Agriculture, pointing out that five per cent. as now allowed for tare was excessive, and suggested three per cent. as an ample allowance for the future. The Government of India have accepted the Chamber's suggestion which will be given effect to from 1st April 1890, the earliest period at which it would be practicable, without upsetting

existing arrangements, to adopt the new mode of computation. This will render the railway returns of cotton transported much more exact as regards the actual net weight of the staple handled.—(*Appendix* O.)

TREASURY BALANCES.

The annual report of the Chamber for 1888 embraced details of the correspondence which the Committee of that year had exchanged with the Government of India on the management of the treasury balances, terminating with a letter from the Government of India, dated 12th January 1889, which accompanied a Note on the management of the Government balances by Mr. J. Westland, financial member of the Government of India. The Committee did not deem it advisable to renew the discussion of this important question while the attention of Government and the officials of the Financial Department was occupied by the preparation and discussion of the annual budget. Considering, however, that the letter of the Government of India demanded a reply from the Chamber, they returned to the subject in April of this year, and, in a communication of some length, replied in detail to the points raised by Government. Regarding the withdrawal of the proceeds of the last Rupee loan from the Bank of Bombay, the Committee acquiesced in the desire expressed by Government that the discussion should terminate, but they stated at the same time that the perusal of the latest communication from Government and Mr. Westland's Note did not lead them to modify their views as to the desirability both in the interests of Government and the trade of the country of utilizing the surplus treasury balances in the manner previously suggested. Pointing out that some misconception appeared to prevail as to the exact nature of the

Chamber's proposals—which were only meant to deal with such sums as Government safely had available—the Committee showed that the figures given by the Finance Minister were in accordance with and supported those quoted by the Chamber, and that it was apparent the Financial Department, between February and June of 1888 and 1887, respectively, were in a position to have given from 435 to 235 lakhs of rupees without in any degree endangering the financial equilibrium. Replying to the main objections raised by Government the Committee demonstrated that the difficulties in the way of adopting their proposals were more theoretical than practical, and reiterated their opinion that it would be not only practicable but highly desirable that the trade of the country should be able to utilize the floating surplus of Government funds during the busy portion of the year—an amount which would average something like 2½ crores of rupees or about four-fifths of the entire accommodation which the Bank of Bombay is able to afford the public during the most active season of the year. This step the Committee considered was rendered all the more imperative on Government from the fact that the wide fluctuations in the value of money in India arise from the financial system which withholds a large sum from circulation when trade requirements are most active and allows it to find its way into employment when the commercial demand for money has slackened.

Government have not seen fit to reply to your Committee's letter, but the question has been widely discussed in the public press, and the proposals emanating from the Chamber have met with general approval.—(*Appendix* P.)

PROPOSAL TO INCREASE THE PROPORTION OF THE PAPER CURRENCY RESERVE INVESTED IN GOVERNMENT SECURITIES.

Towards the close of the year, the Government of India asked for the opinion of the Chamber regarding a proposal to increase the proportion of the Paper Currency Reserve which is held invested in Government securities. At the present moment, the amount so invested is limited to 6 crores of rupees, that maximum having been fixed in 1870 on the principle that the amount invested should be somewhat less than the smallest aggregate amount of notes which experience had proved to be necessary for the monetary transactions of the country. In 1870 the minimum circulation of notes was about 8¾ crores of rupees, but since 1881 the minimum in circulation has never fallen below 12 crores. For the last five years it has exceeded 13 crores and in the present year it approaches 16 crores.

Looking at these figures, your Committee had no hesitation whatever in strongly supporting the proposal emanating from Government advocating an immediate increase of the amount invested by one crore and a further sum of 2 crores at a later period. As the credit of Government is pledged to the holders of notes issued, it is evident that the whole of the cash balances of the Government of India are liable under these notes if tendered for encashment, irrespective of whatever cash balances may be in the Currency Department alone. The increase, therefore, even to 9 crores of rupees in view of probability of the circulation continuing to increase, is scarcely likely at any time to endanger the convertibility of the Currency notes in circulation.—(*Appendix* Q.)

THE CLOSING OF THE MINT ON PUBLIC HOLIDAYS.

The inconvenience arising from the closing of the Mint for a prolonged period during the Christmas and New Year holidays has frequently been the subject of remark, but last year it was materially aggravated by the exceptional state of the money market, and representations having been made by several of the Exchange Banks, the Committee decided to address Government on the subject. They pointed out that the Mint had been closed from the 24th December 1888 to 2nd January 1889, inclusive, holding at the same time upwards of 14½ lakhs of unassayed bullion belonging to the public, while money in the open market stood at 8 to 10 per cent. and the Bank of Bombay was declining to advance on Government securities. In one specific instance, at least, a Bank had been put to excessive inconvenience and a little additional strain on the money market, it was quite possible complications of the gravest character might have arisen from the fact that such a large sum of money could not be made available. The Committee submitted that the commercial community were entitled to claim that the Mint should only be closed for the same holidays as those fixed under the Negotiable Instruments Act, and they also suggested, for the consideration of Government, the desirability of the Mint authorities being authorised to grant certificates to Banks and other customers of similar standing of 80 per cent. of the value of the silver tendered for coinage immediately on its being received and opened, instead of the present custom of waiting for final assay. This margin, the Committee considered, would be sufficiently ample for the due security of the Mint, and the additional facility would be an enormous advantage to importers of bullion.

The Government of India passed on the Committee's communication to the Mint Master, Bombay, with a request that he should inform them whether there were any good reasons why the suggestions of the Chamber regarding holidays should not be followed. General White, Mint Master, was of opinion that such reasons did exist in the fact that the holidays under the Negotiable Instruments Act were mostly based upon the requirements of the Hindu community, while by far the largest proportion of the labor in the Mint was supplied by Mahomedans whose holidays did not coincide with those fixed for Hindus. He further gave it as his opinion that the Europeans employed in the Mint should be allowed to have a lengthened holiday at Christmas and New Year for the purpose of being able to leave Bombay, and suggested a modification of the holidays which he considered would be sufficient to meet the requirements of the mercantile community. The Committee of the Chamber, however, were unable to accept General White's views, and pointed out that other employers of Mahomedan labor did not appear to have any difficulty regarding the arrangement of suitable holidays, while as regarded the European employés they did not consider that with the liberal furlough rules laid down by Government there was any necessity for granting longer vacations than those which the Negotiable Instruments Act permitted. The Government of India adopted the views expressed by the Committee of the Chamber, and, in a letter dated 30th July 1889, laid it down as a rule that the Mint should never be closed for more than 7 consecutive days at a time. Subject to that condition, it might be closed on all the days gazetted by the local Government provided that—

(*a*) before it was closed on any of the special days not notified under the Negotiable Instruments Act, ar-

rangements should be made for the assaying of bullion already received.

(*b*) that there was no urgent necessity for coinage, and

(*c*) no previous notice had been given to the Mint Master by any banks or merchants that they urgently required their bullion to be received and assayed during the closed days. If such notice was given the Mint should not be closed unless the necessary arrangements could be made for receiving and assaying the bullion.

With the suggestion of the Chamber that the Mint should be authorised to grant certificates of 80 per cent. of the value of silver tendered for coinage immediately on its being received and opened up, His Excellency the Governor-General in Council, however, was unable to comply. —(*Appendix* **R.**)

DELAY IN GRANTING RECEIPTS FOR CASH PAYMENTS, BY THE BANKS.

The unsatisfactory character of the arrangements prevailing with some of the Banks in Bombay for granting receipts to customers for cash paid in, having been prominently brought to the notice of the Committee, they represented the desirability of an improvement in the system of the Presidency and the Exchange Banks. Hitherto it has been the custom with some of the Banks to grant no receipts for cash payments until pass-books could be written up, thus frequently entailing a delay of an entire day.

In accordance with suggestions made by the Committee, however, the Banks have decided to adopt the system of paying-in-slips with counterfoils, the initials of the cashier on which will afford a temporary receipt sufficient to satisfy the requirements of depositors.—(*Appendix* **S.**)

ENGLISH DUTY ON INDIAN SILVER PLATE.

This question is one which has at various times received the support of the Chamber, and the Committee considering that the low point to which silver had declined in the early part of the past year rendered it an opportune moment for renewing their representations, addressed the Government of India on the subject. Assuming that it would be supererogatory on their part to recapitulate the numerous reasons which had been from time to time advanced in favor of the repeal of the duty, and which moreover had never been practically controverted, the Committee pointed out how enormously these arguments had gained in strength since the movement was first initiated. Silver in the interval had declined from 51d. to 42¼d. per ounce so that the duty of one-shilling-and-six-pence per ounce, which had been pronounced restrictive and oppressive when it was 35 per cent. of the value, had now almost become prohibitive as it mounted to 43 per cent. of the value of the metal. Owing to the great increase in the number of English people visiting this country, the Committee believed that a considerable expansion had taken place in the demand for Indian silver-ware, and they gave it as their opinion that the removal of the import English duty would lead to the establishment of an important trade which would not only benefit artisans in this country but would be likely to exercise a perceptible influence on the permanent value of silver, and thereby tend to reduce the loss in exchange which the Government of India has to incur on its home remittances. The Committee instanced the importance attached to this view of the case in the Report of the Royal Commission on Gold and Silver, and argued that this reason alone would be sufficient to justify the claim for repeal. The chief difficulty in the way of abolishing the duty, namely, the question of meeting and adjusting the

drawback on Silver-plate held by manufacturers and tradesmen in England, the Committee considered might be met if the drawback were limited only to such articles as had paid duty within a certain fixed period anterior to the date of repeal, and suggested, also, that the repayment of the drawback might be extended over three years at the rate of 6d. per ounce per year. Seeing that the total amount of duty paid for some years past had only been some £50,000 to £60,000 per annum, the amount thus required to enable Her Majesty's Government to deal with the question would be inappreciable in the financial requirements of a country like England.

The Government of India forwarded the Chamber's letter to Her Majesty's Secretary of State for India, fully approving of the arguments advanced by the Chamber; and other public bodies have submitted memorials in a similar strain. These representations, however, having been productive of no apparent result, your Committee have again—at the close of the year—called the attention of Government to the subject.—(*Appendix* T.)

PROPOSED ALTERATION IN THE DAY OF DEPARTURE OF THE ENGLISH MAIL STEAMER FROM BOMBAY.

Owing to objections raised by the Australian Colonies to the departure of the homeward mails from Adelaide on Monday, which is the day under existing arrangements, a proposal was submitted for the opinion of the Chamber, emanating from Her Majesty's Postmaster General, London, that the homeward English mails should in future leave Bombay in the fair season on Sunday evening, and during the monsoon on Saturday. Your Committee, foreseeing the enormous inconvenience that this would cause not only to the trading but the general com-

munity of Bombay, lost no time in telegraphing a decided protest against the arrangement in the following terms :—

> "Sunday most unsuitable day for despatching mail, for banking, commercial, trading and travelling public, and Saturday evening strongly objected to by all classes as interfering with much prized half holiday all the year round. If change absolutely necessary would it be possible to arrange Saturday at 2 o'clock during fair season and Friday evening during monsoon."

They supplemented this message by a letter to the Government of India, Department of Finance and Commerce, in which they showed in detail the objections which they entertained to the proposed arrangement, and suggested that if it were impossible to retain Friday as the day of departure—which they considered by far the most convenient in the interests of Bombay—that 2 p.m. on Saturday should be fixed during the fair season, and Friday during the monsoon.

The public feeling aroused by the proposed change being exceedingly strong, arrangements were made, under the auspices of the Chamber, for a meeting in the Town Hall, and on Wednesday, 18th September, 1839, one of the most numerously attended public meetings that has ever been held in Bombay assembled in the Town Hall when the following resolutions were passed :—

> "That this meeting while strongly of opinion that Friday is the most suitable and generally acceptable day for the despatch of the mails, accedes to the proposal of the Government of India that their departure be fixed for 2 p.m. on Saturday all the year round."
>
> "That in the opinion of this meeting no adequate cause has been shown for inflicting on this city the in-

convenience and injury entailed by the proposed despatch of the European mails from Bombay on Sunday."

"That resolutions II. and III., and IV., together with the names of the chairman and speakers of this meeting, be communicated by telegraph to the English press."

As the result of these protests, it is confidently anticipated that the departure of the English mail from Bombay will eventually be fixed at 2 p.m. on Saturday all the year round, this fixture being strongly advocated by both the local Government and the Government of India; but up to the present moment the decision of the Postmaster General has not been publicly announced.—(*Appendix* U.)

SCALE OF CHARGES FOR FOREIGN TELEGRAMS.

In response to representations received from a member of the Chamber, your Committee took some trouble to investigate the proportionate scale of charges for telegrams between India and the Continent of Europe, as compared with the rates fixed for China and Australia. Having regard to the absolute necessity for frequent telegraphic communication with Europe in all matters of business, there can be no question whatever that a reduction of charges would not only be an enormous advantage to trade but would possibly result in no diminution, if it did not even increase the revenue derived by the telegraph authorities; but the rates in force having been fixed—as they customarily are—by the Telegraph Convention for a period of years, it is not possible to disturb them or press for their rearrangement at the moment. Before the next Convention however, the matter is one which should be fully discussed by the Chamber, and succeeding Committees will doubtless give the subject that careful attention which its importance demands.—(*Appendix* V.)

REUTER'S COMMERCIAL TELEGRAMS.

Considerable dissatisfaction having been expressed by several members of the Chamber regarding the information given in Reuter's commercial telegrams, more especially respecting the discontinuance of the shipping intelligence which that agency had previously supplied, a Special Sub-Committee was appointed to consider the matter and draw up a revised form of message. In accordance with their recommendations the Committee addressed Reuter's Agent here, and have obtained the rearrangement of the daily telegrams on the basis suggested by them, which embraces a number of valuable additional quotations and deletes those which were practically of no service to Bombay trade.

The question of shipping intelligence, however, stands on a different footing, and after various enquiries as to the cheapest mode of obtaining the information, the Committee found that it would be impossible to work it to greater advantage by any other means than through Reuter's agency. The cost of telegraphing the outward steamers for Bombay passing the Canal would be £250 per annum; and the Committee accordingly enquired by circular what number of subscribers could be obtained to the service. Only 9 firms expressed a willingness to subscribe, and as this would have entailed a very heavy charge, nothing further has been done. Should the members show sufficient interest in the re-establishment of the service, the Committee could at any time conclude arrangements for the purpose.—(*Appendix* **W.**)

DELAY IN DELIVERY OF "DEFERRED" TELEGRAMS

Major W. S. S. Bisset, R.E., C.I.E., Agent of the B. B. and C. I. and R. M. Railways, having submitted to the Committee copies of the correspondence which he had

exchanged with the Superintendent of Telegraphs, Bombay, respecting the delay in the delivery of a "deferred" telegram despatched from Mount Abu to Grant Road Railway Station, the case was considered of sufficient general interest to warrant the Committee addressing the Government of India on the subject. The matter involved the interpretation of Rule 26 of the Telegraph Guide which lays it down that "deferred" telegrams may be despatched to another station than that given by the sender, thence forwarding it to its ultimate destination by post, provided only that the course adopted does not involve greater delay between sender and addressee than 24 hours. In this case, although there is a telegraph station at Grant Road, the message was despatched by post and a delay of 40 hours occurred in its delivery.

As the result of the Committee's representations, the Director General of Telegraphs issued orders for the connection by wire of the Grant Road Station of the B. B. and C. I. Railway with the Bombay Central Telegraph Office for the transfer of telegrams between the telegraph system of the railway and the Indian Telegraph Department.—(*Appendix* X.)

QUARANTINE.

Although the obstruction and inconvenience to trade from this source has been much less frequent of late years and seldom leads to the annoyance which was formerly inflicted on homeward passengers from Bombay when passing through Egypt, cases still occasionally arise which call for the watchful attention of the Chamber. In January of this year, for instance, quarantine was imposed in Egypt against arrivals from Bombay on what appeared to the Committee very insufficient grounds, and they accordingly resolved to address Government in support of representa-

tions which had already been made by the Superintendent of the P. and O. S. N. Company, with the view of obtaining, if possible, a revision of the system under which weekly health reports are telegraphed to the Sanitary Board at Alexandria. Under the system at present prevailing it appears that the Government of Bombay telegraph to the British Consul at Alexandria the weekly returns of the Health Officer of the City, and when these returns show deaths by cholera in excess of the average of the corresponding week for the previous five years, quarantine is usually imposed. The Committee suggested to Government the desirability of discontinuing the supply of this information, but, in event of that being impracticable, expressed the hope that the information should not be wired until sufficient time had elapsed to enable the weekly returns of alleged deaths to be examined into and certified. The weekly returns published in the *Government Gazette* on Thursdays are made up to the afternoon of the previous Tuesday, which necessarily leaves no time for the Health Officer to investigate the cases reported, and there can be little doubt that deaths are frequently attributed to cholera when, in reality, they have only arisen from bowel complaints and similar non-infectious causes. The Committee accordingly suggested the adoption of a plan which had already been submitted to Government by the Municipal authorities whereby the weekly published returns would merely class cholera under the generic head of zymotic diseases, leaving the exact classification to appear in a fortnightly return which would give ample time for due investigation and verification.

Government unfortunately did not see their way to adopt the suggestions of the Chamber, the restrictions imposed upon them, apparently, by the Sanitary Board in Egypt rendering it necessary that the information should con-

tinue to be supplied as hitherto: and under the circumstances the commercial community can only be thankful that quarantine is not imposed more frequently than it is. —(*Appendix* Y.)

REVISED FORM OF BILL OF HEALTH.

In June last the Bombay Government forwarded to the Chamber copies of correspondence between the Government of Bengal and the Bengal Chamber of Commerce, which had led to the proposal by the Government of India of a revised form of Bill of Health for issue to vessels leaving Indian ports, and respecting the suitability of which the opinion of the Chamber was requested.

Your Committee, after submitting the proposed form to the representatives of the various lines of steamers frequenting the port, expressed their approval of its wording, and stated that they would be glad to see it adopted at the earliest possible date, both as to vessels bound for European and Egyptian ports. They took the opportunity of further representing to Government the facility which would accrue to shipping if all foreign Governments could be induced to accept the Indian Government Bill of Health without certificates from their respective Consuls, in the same way that foreign Bills of Health are accepted at British ports without additional certificates. As a matter of fact, there can be little doubt that many instances have occurred whereby quarantine has been imposed on vessels in the most arbitrary and uncalled for manner merely from the absurd endorsements which are occasionally made by foreign Consuls on Bills of Health; and if the necessity for these certificates were once done away with, the instances of detention and obstruction would undoubtedly be largely diminished.—(*Appendix* Z.)

INCONVENIENCE CAUSED TO THE HEALTH OFFICER OF THE PORT OWING TO DEFECTIVE INFORMATION AS TO TIME OF VESSELS DEPARTURE.

The Health Officer of the Port having reported to Government that he incurred great inconvenience and extra labor owing to incorrect information being afforded him as to the exact date and time of the departure of vessels, a Government resolution, in the General Department, was passed on 15th August calling the attention of Agents of vessels to this matter and stating that if instances of such want of punctuality did not materially decrease, they would feel it necessary to levy a fine on any ship which the Health Officer of the Port was required to visit a second time. This resolution the Committee took special care to make known to all members of the Chamber connected with shipping, and they believe a considerable improvement has resulted since its publication.–(*Appendix* **AA.**)

CONDITIONS FOR DISCHARGE OF STEAMERS AT THE PORT OF GENOA

Through the courtesy of Mr. F. Bozzoni, Italian Consul in Bombay, the Chamber has had placed at its disposal the results of a conference held at Genoa, under the auspices of the Genoa Chamber of Commerce, for the better regulation of the conditions regarding the discharge of steamers at that port. These conditions can be consulted by members interested, at the rooms of the Chamber.—(*Appendix* **BB.**)

METEOROLOGICAL REPORTS.

In pursuance of the negotiations originated by the Committee of the Chamber for 1888, arrangements were concluded early in the year with the Meteorological

Reporter for Western India whereby on condition of the Chamber subscribing a monthly sum of Rs. 125 the members of the Chamber have been furnished, since the 20th May 1889, with a daily weather report and chart giving valuable meteorological information from all parts of India; and for a further consideration of Rs. 28 a week, the Meteorological Reporter now furnishes, from 1st July till the end of January, as *addenda* to his weather reports, the bi-weekly crop reports formerly published by the Chamber. These crop reports are derived from the same sources as the information formerly given by the Chamber, and the arrangements have apparently worked well, as there has been no hitch in them since the start. The Meteorological Reporter also embraces in his returns, during the monsoon season, the rainfall figures previously supplied by the Railway Companies and issued with the weekly crop reports. Altogether these returns may now be regarded as complete in all requisite data, and are an enormous improvement on the information formerly available to the public. —(*Appendix* CC.)

STORM-WARNING SERVICE FOR THE WEST COAST OF INDIA.

In January last, as the result of the correspondence which had previously taken place regarding the abolition of the Meteorological Reportership in Bombay, the Bombay Government forwarded to the Chamber a report on the storm signal system previously in force in Bombay and proposals for its improvement by Mr. J. Eliot, C.S., Meteorological Reporter to the Government of India. The Committee replied approving of the system of signals and warnings originally suggested by Captain Sir Henry Morland, Port Officer of Bombay, and embodied in Mr. Eliot's proposals. At the same time they gave it as their opinion

that no system of signals could be promptly and effectually worked unless controlled by a local officer under the charge of a competent scientific man, and they also urged the desirability of increasing the number of signal stations reporting to and receiving warnings from, Bombay as a working centre. After further correspondence a system of storm-warnings for the West Coast was finally passed by Government on 20th August and brought into force on 15th September 1889. The suggestion of the Chamber has been adopted as regards adding several additional ports to the number of places reporting on the weather, but the proposal of the Chamber to work the system from Bombay has not been carried out.

The length of time in which the service has been in operation does not admit of its working having been fairly tested, but there is no question that it is a decided improvement on the system, or rather want of system, which formerly prevailed.—(*Appendix* **DD.**)

LORD REAY'S ADDRESS TO THE MEMBERS OF THE CHAMBER.

On the 11th April last, His Excellency Lord Reay was good enough to deliver an address to the members of the Chamber on various leading topics of interest. The meeting—the first occasion on which a Governor of Bombay addressed the members of the Chamber in their own rooms—was largely attended and the address was listened to with all the attention which the importance of the occasion and the subjects dealt with demanded. Taking as his text the Chamber's letter to the Finance Committee of 19th June 1886 which His Lordship said he had taken as a *vade mecum* on matters of public polity, he

discussed and expounded the important steps which the Bombay Government had adopted towards retrenchment of expenditure on the one side and the development of the resources of the Presidency on the other. His Excellency showed that while by administrative amalgamations and the re-arrangment of some of the leading departments of the Government great savings had been effected, the local Government had been able to contribute towards the funds of the country the enormous sum of 88½ lakhs of rupees in four years. Notwithstanding this, education had not been neglected, railway extension had been promoted, and the general efficiency of the public service had been well maintained. His Excellency also discussed at considerable length the efforts which the Government had made to do away with transit and octroi duties throughout the Presidency, and showed that in this respect the results attained had been far in excess of what was generally known. In this connection he paid a high compliment to the aid which the Government had invariably received in matters of public concern from the intelligent and careful manner in which the Chamber discussed such matters; and he concluded a most interesting address by thanking the Chairman of the Chamber for the cordial assistance and valuable advice which he had at all times readily placed at the disposal of Government.—(*Appendix* **EE.**)

COTTON.

The crop of the past year has been one of the largest on record, and promises to be succeeded by a still larger one, if the indications afforded by the receipts of the new growth up to date and the reports from the districts can be thoroughly relied upon. The Chamber, however, has had no occasion to discuss the trade in any way, and the

Committee therefore have merely, following the practice of previous years, to insert here, for record, the figures showing the receipts and distribution of that portion of the Indian crop which finds its market through Bombay.

A valuable note on Indian Cotton, compiled by the Revenue and Agricultural Department of the Government of India, was issued in the beginning of this year, and copies of it were distributed to all members of the Chamber interested in the staple. A copy is also available in the Chamber's library at the service of any member who may wish to consult it.

The following is a statement of the receipts of Cotton into the port during the past three seasons :—

Growths.	Season 1886-87.	Season 1887-88.	Season 1888-89.	Percentage Increase or Decrease in 1888-89 as compared with 1887-88.
	F.P. Bales.	F. P. Bales.	F. P. Bales.	
Dhollera	3,41,540	3,31,965	3,03,545	— 8·56
Broach	1,10,616	1,04,812	1,42,095	+ 36·43
Bengals	2,73,035	2,19,685	2,97,797	+ 35·55
Berar	3,22,490	2,03,811	4,08,317	+ 100·34
Khandeish	2,75,739	2,13,549	2,95,793	+ 38·51
Barsi and Nugger ...	88,726	90,438	1,70,339	+ 88·34
Hingunghat	19,799	1,194	25,444	+ 2,030·98
Compta and Dharwar* .	1,82,084	1,27,608	1,51,235	+ 18·51
Madras and Westerns* .	33,141	19,704	29,300	+ 48·70
Sind...	47,914	53,325	29,100	— 45·42
Persian	15,377	16,688	24,952	+ 49·52
Other Sorts	350	814	810	— 00·49
Total...	17,10,811	13,83,593	18,79,627	Net Increase. 35·85

* For 10 months only.

The distribution of the Crop in the form of shipments to European ports has been as follows :—

Names of Ports.	1889.			1888.			Increase or Decrease.	Percentages.
	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	2,69,266	30,432	2,99,698	1,31,630	26,764	1,58,391	++ 1,41,304	89·21
London	77,892	14,958	92,850	60,129	10,853	71,282	++ 21,568	30·25
Hull	1,100	...	1,100	2,400	200	2,600	+ 1,500	57·69
Marseilles	10,570	2,650	13,220	9,515	2,300	11,815	+ 1,405	11·89
Havre	1,03,694	6,303	1,09,997	39,342	3,124	42,466	++++ 67,531	159·02
Dunkirk	28,405	6,576	34,981	18,005	1,380	19,385	++++ 15,596	80·45
Antwerp	1,88,773	49,021	2,32,794	1,27,191	29,953	1,57,144	++++ 75,650	48·14
Ghent	11,122	200	11,322	10,582	100	10,682	+ 610	5·99
Amsterdam	...	...	..	...	...	...	+ 710	..
Bremerhaven	... 110	...	.. 110	...	...	...	+ 110	..
Bremen	2,140	110	2,250	...	...	...	+ 2,250	..
Hamburg	54,448	1,961	56,409	11,966	330	12,296	++++ 44,113	358·75
Barcelona	13,059	1,150	14,209	7,627	1,082	8,709	++ 5,500	63·15
Genoa	1,02,698	24,205	1,26,903	77,936	21,769	99,705	++++ 27,198	27·27
Naples	14,400	5,310	19,710	12,900	4,418	17,318	+ 2,392	13·81
Venice	49,132	12,369	61,501	52,960	6,742	59,702	+ 1,799	3·01
Leghorn	3,500	200	3,700	2,500	...	2,500	+ 1,200	48·00
Trieste	1,79,683	24,259	2,03,942	1,53,393	25,028	1,78,426	++++ 25,516	14·30
Piraeus	520	10	530	1,000	...	1,000	+ 470	47·00
Odessa	34,770	100	34,870	26,763	2,750	29,513	+ 5,457	18·47
St. Petersburg	...	..	..	750	...	750	+ 750	...
Gothenburg	2,200	500	2,700	600	600	1,200	+ 1,500	125·00
Christiania	100	...	100	50	50	100	..	...
Malmo	300	...	300	200	...	200	+ 100	50·00
Narkoping	...	...	...	300	...	300	+ 300	...
Nykoping	... 200	...	... 200	100	...	100	+ 100	...
Stockholm	...	...	..	..	..	..	+ 200	...
Port Said				.. 200	550	750	+ 750	..
Total..	11,48,082	1,75,414	13,23,496	7,49,054	1,37,993	8,87,047	4,36,449 Net Increase.	+ 49·20

On comparing receipts and shipments it will be perceived that the former have increased by 35·85 per cent. and the

exports to Europe by 49·20 per cent. The approximate consumption by the local mills at present stands at 5,63,730 bales per annum for the town and island of Bombay, but a large number of new mills will come into operation in the course of the next three or four months. The present cotton season is one of the earliest as it promises to be the largest on record. The receipts of new crop up to 31st December are as follows :—

Growths.	1889.	1888.	1887.
	F. P. Bales.	F. P. Bales.	F. P. Bales.
Bengals	1,39,530	49,275	34,933
Berar...	69,546	59,204	17,090
Khandeish	62,872	50,016	28,600
Hinguughat	12,025	12,434	136
Total ...	2,83,973	1,70,929	80,759

—(*Appendix* **FF.**)

WHEAT.

The new crop of 1888-89 has proved disappointingly small, especially in the districts chiefly tributary to Bombay. The following are the comparative figures of acreage and outturn for the past three seasons.

	Acres.	*Outturn in tons.*
1888-89	26,381,765	6,510,979
1887-88	26,854,882	7,148,628
1886-87	26,735,484	6,390,695

For each province in detail the comparison stands as follows:—

Provinces.	Average area for 4 years from 1884-85.	Area 1887-88.	Area 1888-89.	Outturn 1887-88.	Outturn 1888-89.
	Acres.	Acres.	Acres.	Tons.	Tons.
Punjab	6,618,000	6,179,800	6,919,100	1,668,506	2,054,074
North-West Provinces and Oudh	5,074,000	4,952,354	4,777,547	1,907,000	1,440,000
Central Provinces	4,125,000	4,601,683	3,866,262	1,138,800	705,000
Bombay (including Native States)	2,629,000	3,010,954	2,654,342	862,475	588,472
Sind	285,000	...	315,847	...	90,000
Berar	917,000	1,052,918	942,391	154,727	155,795
Total...	19,648,000	19,797,709	19,475,489	5,731,508	5,033,341

Provinces and Native States.	Average area for 4 years from 1884-85.	Area 1887-88.	Area 1888-89.	Outturn 1887-88.	Outturn 1888-89.
	Acres.	Acres.	Acres.	Tons.	Tons.
Madras	27,000	.....	27,000	...	6,800
Bengal	1,034,000	1,085,212	990,000	306,000	350,000
Rajputana	1,542,000	1,514,505	1,641,994	365,799	381,595
Ajmere	15,000	.....	15,000	...	3,800
Central India	2,617,000	2,884,765	2,617,000	508,408	515,000
Hyderabad	1,111,000	1,067,022	1,111,000	102,828	87,000
Mysore	14,000	5,669	4,282	752	443
Cashmere	500,000	500,000	500,000	133,333	133,000
Total...	6,860,000	7,057,173	6,906,276	1,417,120	1,477,638

It will be perceived that there has been a considerable increase both in acreage and outturn in the Punjab, as compared with the heavy falling off elsewhere. The result of this has been that shipments from Bombay during the year have for the first time been less than from Karachi, which for the past year heads the list, Calcutta, on the other hand, showing an enormous falling off:—

	1889. Cwts.	1888. Cwts.	1887. Cwts.
Bombay	61,00,879	96,60,701	92,48,564
Calcutta	15,52,742	29,75,524	45,80,247
Karachi	68,22,741	29,85,545	6,59,556
	1,44,76,362	1,56,21,770	1,44,88,367

—(*Appendix* GG.)

IMPROVEMENT OF INDIAN WHEAT.

As the result of the agitation initiated by this Chamber in 1886 and consistently supported by His Excellency the Governor of Bombay, a Conference of those interested in the question of the improvement in the cleaning of Indian wheat was held at the India Office on 8th May last under the auspices of Her Majesty's Secretary of State for India. At that Conference a statement was read on behalf of the London Corn Trade Association which, in the opinion of your Committee, contained so many mis-statements both as to fact and theory, and was so misleading in purport, that they decided to address His Excellency the Governor on the subject, with the view of recording their protest against the arguments and figures used, and, if possible, leading to further action with the view of improving the cleanliness of Indian wheat. Owing, no doubt, to the promptitude with which the matter was taken up and discussed by your Committee, and the unanswerable character of their arguments, the London Corn Trade Association have so far modified their views that in a circular dated 14th November they have intimated that they had taken measures to get the various qualities of Indian wheat analysed, and as the result of that analysis had prepared a table showing the extent of impurities in the standard samples which the Association would recognise as allowable in shipments made before and after the monsoon. This table, however, so distinctly recognised a larger proportion of impurities than there was any necessity for doing, that your Committee addressed the London Corn Trade Association on the subject by the return mail pointing out that in nearly every description of Bombay wheat, with the exception only of No. 1 Club and Red Club, the impurities allowed, even for ante-monsoon shipments, were in excess of the adulteration

shown by their own analyses. This, the Committee showed, simply amounted to recognising a standard of impurity in excess of existing conditions, and so far therefore from assisting the movement towards greater cleanliness would really be retrograde in effect. The Committee strongly urged the London Corn Trade Association to reconsider the subject and advocated a two per cent. refraction as one which would induce efforts being made to attain greater purity and one at the same time which would be perfectly attainable without the necessity of extensive mechanical appliances for cleaning purposes. To this communication there has not as yet been time for receipt of a reply, but the Committee trust that this matter will not be allowed to rest, and that future Committees will continue to agitate for the introduction of a basis of contract which will ensure Indian wheats being exported in a cleaner and therefore more merchantable condition than has hitherto been the case.—(*Appendix* **HH.**)

ARBITRATIONS.

No special arbitrations have been submitted to the Chamber during the current year, but numerous piece-goods surveys have been dealt with, under the special rules for the purpose, by the Committee. In all 39 cases have been decided, and in no instance has any fault been found with the decision of the umpire appointed by the Chamber.

Being desirous of revising the list of native merchants authorised to act on piece-goods arbitrations under the agreement between the Chamber and the Native Piece-Goods Merchants Association in January 1885, your Committee addressed that body on the subject in July last, but it was not until the end of September that the Association submitted a revised list of names. A suggestion from the Native Piece-Goods Merchants

Association that a number of native umpires should be incorporated in the Chamber's list, your Committee was unable to discuss as being outside the rules of the Chamber. —(*Appendix* II.)

OPINIONS AND DECISIONS OF THE COMMITTEE ON SHIPPING AND OTHER MATTERS.

The following opinions and decisions have been given by the Committee on matters of mercantile interest during the year:—

Notice of readiness to load under Charter-Party.—Messrs. Killick, Nixon and Co. solicited the opinion of the Committee on 17th January with reference to the case of a steamer in which the charter-party date for readiness fell on a Sunday, the following being the clause in the Charter-Party:—

> "Should the vessel not be free of inward cargo and ready to load and notice to that effect be given on or before....., charterers to have the option of cancelling."

The office of the charterers being closed on Sunday—a non-working day—the steamer agents were not able to deliver notice of readiness on that day, and Messrs. Killick, Nixon and Co. wished to know whether the charter-party would be cancelled by the notice being given on the Monday, or whether it would be in order to notify the readiness of the steamer by a notice served on the Saturday.

The Committee gave it as their opinion that the agents of the steamer would be perfectly in order if they gave notice on the Saturday that the steamer would be ready to load on the Sunday following; but they considered that this notice should be supplemented by a further

intimation on the Monday that the steamer had been ready to take in cargo on the previous day.

Kerosine oil Contracts.—On 29th January, Messrs. Volkart Brothers, Tellicherry, submitted for opinion an objection which had been raised by the purchasers of 5,000 cases of Kerosine oil to arrive from New York on the plea that the contract contained the price per case as for two tins of five gallons each, while the actual contents of the tins were less than five imperial gallons.

The Committee of the Chamber informed Messrs. Volkart Brothers that the custom of the trade in Bombay was to compute $1\frac{1}{4}$ ordinary gallons of kerosine oil as equal to one imperial gallon, and that, so far as they had been able to ascertain, no dispute of the kind instanced had been raised in Bombay, as buyers and sellers alike understood that transactions in kerosine oil were invariably based on two tins containing 65lbs., which was the equivalent of ten American gallons.

Rebate on Kerosine oil.—In reply to an enquiry, dated 8th March, from the Traffic Manager of the East Indian Railway Company as to whether any trade custom existed by which a rebate was allowed, from ordinary current quotations, to buyers of kerosine oil, the Committee stated that the price quoted for the article in the *Bombay Price Current* was the net price at which the oil was sold at the godowns in Bombay, but that this price included a town-duty of 4 annas per case. When the oil was sent up-country sellers obtained a refund of the duty from which, according to custom, they allowed the buyer $3\frac{1}{2}$ annas per case. The Municipal town-duty on kerosine oil, however, was abolished from 1st April 1889.

Rate of commission, bank commission and interest a merchant would be entitled to charge for reselling by private treaty

goods sent to Bombay under indent, of which the indentor had failed to take delivery.—The Bombay Manager of the South British Fire and Marine Insurance Company of New Zealand submitted on 24th April, for the opinion of the Committee, an enquiry as to what rates of commission, bank commission and interest a merchant would be entitled to charge for reselling by private treaty goods sent out to Bombay under indent of which the indentor had failed to take delivery. The Committee stated, in reply, that in the event of the indent not having been sent originally through the merchant into whose hands the goods were afterwards placed for realization, 2½ per cent. would be a fair charge to cover commission and bank commission, interest to run at 9 per cent. per annum. If, however, the indent was originally influenced by, or sent through the merchant, the custom of the trade would not entitle him to charge anything for realizing the goods owing to the refusal of the indentor to take delivery.

Non-working days under Charter-Parties owing to strike.—Messrs. Soonderdas Dharamsey, Thackersey Naranjee and Co., and Chagondas Dharsey and Co., enquired for the opinion of the Committee on 26th April last as to whether, owing to the stoppage of business caused by the cart-driver's strike, the two days—25th and 26th April—could be considered non-working days. The Committee said, in reply, that failing a special agreement in a charter-party or shipping order to the contrary the days during which the bullock-cart drivers were on strike could not be treated as non-working days.

Liability of Cotton to Spontaneous Combustion.—In reply to an enquiry, dated 28th March, from the President,

of the Administration des chemins de Fer, et des Telegraphes du Port d'Alexandrie, Cairo, the Committee stated that they did not consider cotton—if free from admixture with oil—liable to spontaneous combustion, and that they had never heard of an instance where it had occurred.

Dispute as to the terms of a shipping order per s.s. "Niagara."—Under a reference made to the Committee by Messrs. Killick, Nixon and Co., and Mr. J. L. Kersten, on 24th April, the Committee were asked to decide as to the meaning of the following clause in the shipping order :—

> "If the steamer does not become ready on or before 20th April, the order to be cancelled at shipper's option."

The steamer arrived in Bombay on 12th April and on the 18th she was declared ready to receive cargo, three holds being completely free of inward cargo by 3 o'clock on Saturday the 20th. The shipper contended that the vessel, not being entirely free of inward cargo to the morning of the 22nd, he was entitled to cancel the shipping order. The Committee decided that the steamer was ready to receive cargo in terms of the shipping order, and that the shipper not having sent his cargo alongside on the 18th as requested, had no power to cancel the order.

Definition of a working day for ships and steamers.—On 18th May Messrs. Killick, Nixon and Co., enquired whether, in the case of steamers and ships, a working day consisted of ten hours and did not necessarily include night work. The Committee gave it as their opinion that provided no other agreement or definition was stated, a working day in Bombay for ships and steamers was generally understood to mean from sunrise to sunset.

Weather Working days.—In reply to references dated 10th June from the French Consul, Messrs. Ralli Brothers and Messrs. Edward Bates and Co., the Committee intimated that owing to the state of the weather, the 5th, 6th, and 7th June could not be considered working days for steamers discharging petroleum and coals in the stream. References were also made to the Chamber on 13th July by Messrs. Killick, Nixon and Co., and Messrs. Chagondas Dharsey and Co., as to weather working days in the Docks, in reply to which the Committee stated that the 9th, 11th, 12th and 17th July were non-working days owing to the state of the weather.

Scrap iron and iron rails Lawful Merchandise.—Messrs. Purshotum and Co. having addressed the Chamber on this subject on 10th June the Committee intimated that if the charter-party was for lawful merchandise iron rails would come under that definition, but if the wording was "cotton or other lawful produce," the steamer could not be compelled to accept rails thereunder.

The Committee further stated that the question of tonnage for freight must be a matter of special arrangement between the shipper and the ship agent.

Dispute regarding terms of conveyance of material from Bombay to Bhownugger.—A dispute having arisen on 10th July between the Bhownugger-Gondal-Junagad-Porebunder Railway and Messrs. Richardson and Cruddas regarding the interpretation of a clause in the Agreement between the two parties for the conveyance of material from Bombay, the matter was referred to the Chamber on 10th July with a request that an arbitrator be appointed to deal with the case. Mr. W. R. Macdonell, Managing Director of the Bombay Com-

pany Limited, was invited to act on the dispute and he having agreed to do so, the Railway authorities were requested to furnish him with the necessary particulars in the matter.

Insertion of Objectionable Clauses in Bills of Lading.—On 7th August last Messrs. E. D. Sassoon and Co. asked for the opinion of the Chamber respecting bills of lading under a shipping order per s. s. "Katie." At the time of taking the order no stipulation was made that any unusual clause would be inserted in the bill of lading, but on the bill of lading being sent to the agents of the steamer—Messrs. James Mackintosh and Co.—the following clause was inserted :—

"and as fast as steamer can discharge."

As the copy of the shipping order submitted by Messrs. E. D. Sassoon and Co., showed an endorsement on the back to the effect that this order was granted in accordance with the terms of bills of lading—copies of which would be supplied by the agents—the Committee considered that this opened a question of considerable doubt, and they therefore intimated that unless both the taker and giver of the shipping order were prepared to refer the dispute to the Chamber and abide by its decision, the Committee declined to give an opinion.

Non-working days.—In reply to references from the Agent, B. B. and C. I. and R. M. Railways, dated 8th, and from Messrs. Chagondas Dharsey and Co., dated the 11th November, the Committee stated that in their opinion Saturday the 9th November having been declared by Government a close holiday, at the Custom House in honor of the arrival of H. R. H. Prince Albert Victor it must be considered a non-working day for steamers.

Leakage of Case-oil cargoes.—Messrs. Finlay, Muir and Co. having enquired from the Chamber, under date of 12th November, as to the leakage in case oil cargoes from Batoum, the Committee intimated that there were no statistics of an official character regarding the leakage of cargoes of Batoum oil, but from information which they had been able to obtain, it would appear that the leakage varied widely. In some cargoes, on record, a loss of 10 per cent. had taken place, but the experience of those in the trade pointed to an average of about one per cent. as a fairly safe calculation.

Discharge of Kerosine oil.—In response to an enquiry from Messrs. E. D. Sassoon and Co., the Committee stated that a fair day's discharge for vessels bringing Kerosine oil was considered to be 6,000 cases for steamers and 2,500 cases by sailing vessels.

In addition to the above decisions on mercantile subjects, the Committee have, from time to time, given a large amount of statistical information to foreign consuls and others and have also replied to numerous enquiries from various Government departments and railways respecting prices, costs of shipment and transhipment, rates of exchange, &c.

OPINIONS ON SAMPLES OF PRODUCE SUBMITTED TO THE CHAMBER.

In February 1889 the Dewan of Lunawada and the Director of Land Records and Agriculture, Bombay Presidency, forwarded to the Chamber two samples of cotton produced in the Lunawada territory on which they asked the opinion of the Chamber respecting quality and value. The Committee referred the matter to the Bombay

Cotton Trade Association, who kindly reported on the samples, and in accordance with that report the Dewan was informed that the sample grown from Broach seed was slightly better adapted for spinning purposes than the other, but that the value of both descriptions would be Rs. 228 to Rs. 229 per candy of 784 lbs., that being the ruling price for similar machine-ginned Amli cotton. A copy of this report was also supplied to the Director of Land Records and Agriculture.

In reply to an enquiry from the Commissariat Storekeeper General as to the value of 2 samples of cotton sheets, the Committee of the Chamber stated that they were not in a position to furnish particulars as to the market prices of such articles, and that they would suggest a reference to the Bombay Millowners' Association on the subject. They further added that in similar cases, they considered the best course would be to invite public tenders, that, in their opinion, being the most suitable means of ascertaining market values of goods.

The Commissariat Storekeeper General in May 1889, submitted two samples of tethering ropes on the respective qualities of which he desired an opinion. The Committee submitted the samples to an expert and passed on the opinion thus obtained to the Commissariat Storekeeper General.

The Political Agent, Kutch, forwarded to the Chamber a box containing a sample of indigo grown on the model farm at Bhuj and asked for an opinion regarding the quality. The sample was forwarded to the Bengal Chamber of Commerce, through whom opinions had previously been obtained on similar samples, and the reply received—a copy of which was forwarded to the Political Agent—was to the effect that the indigo was very inferior,

hard, crackly, and much broken, devoid of colour and had an appearance of remanufactured indigo. Indigo as represented by the samples would, it was stated, be almost unsaleable in the Calcutta market and it would be impossible to give it a value.

MACHINERY FOR THE PREPARATION OF ALOE-FIBRE FOR EXPORT.

Messrs. Houet and Ribet, Aloe-fibre manufacturers of Port Louis, Mauritius, addressed the Chamber in April last enquiring as to the prospects of establishing a manufactory in or near Bombay for the production of Aloe-fibre, and also as to what facilities they might expect from Government in the development of their enterprise.

Sensible of the desirability of encouraging the development of an enterprise which had already attained considerable limits in Mauritius, the Committee took the trouble to obtain as much information as possible on the subject; and, in reply, to Messrs. Houet and Ribet informed them that the Aloe grows wild to an enormous extent all over India, and that there would be no difficulty whatever in obtaining practically an unlimited supply of the plant; that owing to the recent activity in the demand for fibre in Europe a considerable trade had been developed in exporting the raw unprepared leaves, and that they considered, if Messrs. Houet and Ribet's machinery was well adapted for the purpose, a wide field existed with every prospect of success for extracting the fibre before shipment. The Committee, pointed out that the Government of India had always shown the greatest anxiety to encourage the introduction of machinery for the treatment of the numerous fibrous plants produced in the country and there was little doubt that every facility would be afforded for introducing an undertaking such as that

proposed. Land, the Committee added, could be procured on very easy terms, and there seemed nothing whatever to prevent the enterprise proving most successful.

The Committee regret to say that they have heard nothing further from the projectors on the subject.—(*Appendix* JJ.)

SHIPMENT OF COTTON WASTE AND DROPPINGS.

Owing to apprehensions regarding the spontaneous combustion of oily cotton waste and droppings, the Institute of London Underwriters addressed the Chamber in February last asking whether the local authorities were alive to the danger of the article and whether any steps were taken to surround its shipment with such precautions as would reduce the danger from spontaneous combustion to a minimum. In reply to this communication the Committee stated that after most careful consideration and enquiry, they did not think it necessary to cause inconvenience to the trade by inviting any special precautions being adopted respecting the shipments of the article. They pointed out that the trade had been going on for something like twenty years at a steadily increasing rate, and that during that long interval not a single case had been recorded of spontaneous combustion having taken place in shipments from Bombay.

Later on the Collector of Land Revenue, Customs and Opium, Bombay, addressed the Chamber handing copies of a lengthy correspondence which had taken place between Her Majesty's Secretary of State for India and the Bombay Government on the same subject. The correspondence apparently originated with representations made to the Board of Trade in England by the Liverpool Underwriters' Association to the effect that the shipment of cotton waste was highly dangerous

and that the loss of the ships "Galgate," "Fairholme," "Stepen D. Horton" and "Farragut," from Calcutta to New York, had, it was believed, been caused by the ignition of cotton waste shipped in these vessels. The Committee replied to the Collector of Land Revenue, Customs and Opium very fully detailing the precautions which were already enforced under the auspices of the Bombay Underwriters' Association for the purpose of preventing the shipment of waste which was considered unsafe, and repeating again that during the long period in which the trade had been carried on no single instance had come to their knowledge where an accident could be traced to cotton waste. With respect to the vessels which had been instanced by the Liverpool Underwriters in their communication to the Board of Trade, the Committee took the trouble to ascertain the cargoes they had carried, and none of them apparently had any cotton waste on board. On the part of the Chamber the Committee strongly deprecated any additional restrictions being imposed on shipments of the article, as the trade had now assumed considerable importance and was bound to go on expanding with the increase of cotton manufacture in India.

It is satisfactory to know that the Custom House authorities supported the views expressed by the Chamber and that no inconvenient restrictions are likely to be enforced by Government.—(*Appendix* **KK**.)

ACCELERATED MAIL TRAIN SERVICE BETWEEN CALCUTTA AND BOMBAY.

The experimental service established at the instance of Government in the early part of this year, proved financially a failure and was accordingly discontinued at the expiration of the eight weeks during which the trial was made.

The Bengal Chamber of Commerce were anxious that the service should again be resumed, and memorialised the Government of India on the subject. Your Committee, however, did not consider the matter one calling for special attention, as the trade of Bombay is not materially concerned in the matter.

ERECTION OF A LIGHT-HOUSE ON QUOIN ISLAND.

In response to representations from several of the lines of steamers trading between Bombay and Europe, the Committee addressed the Secretary to Government, Marine Department, Bombay, in February last, advocating the construction of a light-house with a first-class light on Quoin Island, the highest peak of Abu Ail islands lying to the north-east of Zebel Teir. This group of islands lie in the direct route of steamers between Suez and the Straits of Perim and forms the centre of the most intricate and dangerous piece of frequented navigation in the Red Sea still remaining unprotected by a light. Several wrecks have occurred in the immediate vicinity of these islands owing to the want of a light-house, and if a first-class light within a 20-mile radius were established on the point suggested, it would enable navigators to lay a direct course clear of the Avocet Rock from or to Zebel Teir.

The Bombay Government forwarded the Chamber's representation to the Government of India, who in turn have addressed the Secretary of State with a request that the suggestion may be submitted for the consideration of the Board of Trade; and it is to be hoped that the matter will be taken in hand without delay.—(*Appendix* **LL.**)

RATES OF COMMISSION.

The Committee of Lloyd's, London, having called the attention of the Chamber to the rates of commission sanctioned by Chambers of Commerce abroad for shipping business, your Committee considerd it a favourable opportunity for revising the whole of the rates published with the sanction of the Chamber. From the nature of Bombay business, rates of commission are now almost invariably the subject of special arrangement, but the Committee considered it desirable that the scale published and sanctioned by the Chamber should be brought more on a parity with the ruling charges. A Special Committee was accordingly appointed who revised, and in most cases materially reduced, the scale of charges.

The new scale was submitted to the members at the general meeting held on 26th June, when it was passed and approved.—(*Appendix* **MM.**)

SPECIAL PRIVILEGES ACCORDED TO FOREIGN MAIL STEAMERS IN BRITISH COLONIAL PORTS.

Several communications have been received from the Chambers of Commerce of the Further East respecting the admission to the same privileges as men-of-war of foreign mail steamers in British-Colonial ports, but as the question in no way affected Bombay, your Committee took no action in the matter.

From information received through the London Chamber of Commerce, however, it appears that those privileges will be withdrawn after 30th April 1890, as on that date the French Postal Convention of September 1856 ceases and determines.—(*Appendix* **NN.**)

REVISION OF THE TARIFF IN THE FRENCH INDO-CHINESE POSSESSIONS.

In the *Appendix* will be found, under date of 29th June 1889, a statement from the Government of India, Department of Finance and Commerce, as to certain proposals for the revision of the tariff in the French Indo-Chinese possessions, which had recently been considered by the Conseil d' Etat. —(*Appendix* **OO.**)

FUNCTIONS OF LLOYD'S AGENTS ABROAD.

The Agency Committee of Lloyd's having represented to the Chamber in a circular letter, dated 5th December 1888, the desirability of underwriters requiring the statements of all claims to be effected under the supervision of Lloyd's agents, your Committee considered the best means of giving effect to the suggestion was to give it the publicity of the public press, which was accordingly done.—(*Appendix* **PP.**)

LIABILITY OF STEAMSHIP OWNERS UNDER BILLS OF LADING SIGNED BY AGENTS.

Messrs. Ralli Brothers having brought to the notice of the Committee a case in which the owners of a steamship had repudiated their liability under bills of lading which had been signed by agents at the port of landing, your Committee considered it desirable to circulate the information to the members of the Chamber, and this was accordingly done.—(*Appendix* **QQ.**)

BOMBAY PORT TRUST BUDGET ESTIMATES.

Your Committee have not been unmindful of their duties as representatives of the trade in considering very carefully the Annual Budget Estimates of the Port Trust ; but in those submitted for the current year, they saw no provi-

sions calling for special criticism. The reductions in rates made at the instance of the Chamber in previous years, have been amply justified by results, and it may be that the steady expansion of revenue—which it is gratifying to find still continues improving—may admit of claims being made for further reductions at no distant date.—(*Appendix* **RR.**)

THE NEW GRAVING DOCK.

A graving dock open to the public has long been a pressing want in Bombay, and the Port Trustees, after careful consideration, passed a resolution on 8th July 1886 to take the matter in hand. The construction of the new Dock was commenced on 21st February 1889 and up to date Rs. 3,00,000 has been expended on the work. The dimensions of the dock will be :—

Length ...	...500 feet or 530 feet with caisson in the outer groove.
Width of floor	...62 feet.
Width at Coping ...	...90 „
Width of entrance ...	...65½ „
Sill level	...58 T. H. D.
Coping	...91 „

and it is anticipated that it will be opened on 1st January 1891.

Learning that a desire had been expressed by Government to obtain preferential right of use of the Dock for men-of-war and vessels of the Indian Marine, your Committee addressed Government on the subject pointing out the desirability of making arrangements for affording accommodation to Government vessels elsewhere and advocating the deepening of the Duncan Dock which, from its contiguity to the Dock-yard and existing appliances for

the purpose, afforded advantages for repairing, cleaning and painting men-of-war which a dock constructed mainly for commercial purposes could not be expected to have at its disposal. Pointing out that one Graving Dock would probably be found at an early date quite inadequate for the commercial vessels frequenting the port, the Committee showed that conceding special privileges to men-of-war which frequently required extensive repairs, might lead to enormous inconvenience and exclude regular trading ships.

A reply to this representation has been received from the Secretary to Government, Marine Department, stating that the proposal made and agreed to by the Trustees of the port was that *in case of necessity* Government should have a prior right to the use of the new Graving Dock; that H. E. the Governor in Council is sensible of the importance of non-interference with mercantile shipping, and that the privilege referred to would not be availed of except when absolutely required. To the suggestion of the Chamber regarding the Duncan Dock, the Government have promised to give due consideration.—(*Appendix* **SS.**)

COMPULSORY PILOTAGE FOR COASTING STEAMERS.

The owners of a well-known line of coasting steamers belonging to this port have at various times represented to the Committee of the Chamber the desirability, in their opinion, of abolishing compulsory pilotage for vessels in the coasting service, and have urged the Committee to address Government on the subject. Your Committee, however, while sympathising, to a great extent, with the views expressed by the steamship owners, have not yet seen their way to take effective action in the matter. Compulsory pilotage is enforced by law, and a staff of pilots having to be

maintained at considerable expense to the trade of the port it necessarily follows that if the coasting service were absolved from pilotage dues, the expenses of the establishment would fall the more heavily on the steamers and ships engaged in the foreign trade.—(*Appendix* **TT.**)

THROUGH-BOOKING OF PIECE-GOODS FROM GLASGOW TO DELHI.

In response to an enquiry from the General Traffic Manager of the B. B. and C. I. and R. M. Railways as to the firms shipping piece-goods from London and Liverpool for transport to Delhi, the Committee pointed out that it would be advisable for the railway authorities to put themselves in communication with the agents of the different lines of steamers. Through-booking between Glasgow and Delhi to a small extent is likely to be arranged at an early date, and possibly similar arrangements may be found practicable from London and Liverpool, at some future time. At present, however, the combination existing between the piece-goods indentors and the owners of the regular lines of steamers is an insuperable barrier to such an arrangement, and should this be done away with, the fluctuating character of outward steamer freights would prove a serious obstacle in the way of fixing a permanent charge.—(*Appendix* **UU.**)

VENTILATION OF IRON VESSELS.

The Institute of London Underwriters addressed the Chamber in the beginning of this year on the subject of the ventilation of iron vessels, desiring that special attention should be called to this point in the loading of ships leaving the port, much damage having, they said, been caused by insufficient care or want of appliances regarding ventilation.

Considering this a matter more within the scope of the Bombay Underwriters' Association than the Chamber, the communication was handed over to that Association.—(*Appendix* **VV.**)

THE TONNAGE SCALE.

The only addition made to the tonnage scale during the past year has been Cut Copra, in bags, which was tested in the usual way on 16th April 1889, with the result that the scale was fixed at 11 cwts. to the steamer ton. This decision was approved at the General Meeting of the Chamber held on 26th June 1889.

SUPPLY OF EGYPTIAN COTTON SEED TO THE MADRAS BOARD OF REVENUE.

In accordance with a request from the Madras Board of Revenue, conveyed through the Director of Land Records and Agriculture, Bombay, in May last, the Chamber procured through Messrs. Peel, and Co. of Alexandria, 3 cwts. of Egyptian cotton seed. It is too early yet to ascertain what results have been obtained from this seed, but enquiries will be made at the proper season.—(*Appendix* **WW.**)

CART-DRIVERS' STRIKE.

In April last, the cart-drivers of Bombay refused work owing to some grievances which they alleged they sustained under the action of the Municipal authorities in regard to the renewal of their licenses; and as the trade of the port was being considerably obstructed by the strike, the Committee resolved to address the Municipal Commissioner on the subject. Happily, however, an arrangement was come to between the Municipality and the strikers which obviated the necessity of further action.—(*Appendix* **XX.**)

SAMPLES OF RUSSIAN GOODS SOLD IN THE BAZARS OF TURKESTAN.

By the good offices of Mr. J. E. O'Conor, Assistant Secretary to the Government of India, in the Department of Finance and Commerce, a series of samples of Russian fabrics, usually sold in the markets of Turkestan, were received by the Chamber and submitted to the inspection of members. As the samples sent, however, did not admit of cuttings being made for the purpose of sending them to Europe, the Committee asked Mr. O'Conor if he could oblige them by getting a set of larger samples. This request Mr. O'Conor has been good enough to comply with, and cuttings have been given to the firms who have made application for them.—(*Appendix* **YY.**)

MEMORIAL FROM INDIAN BRITISH SUBJECTS IN ZANZIBAR.

In May last the representatives of a number of Indian residents of Zanzibar and neighbourhood addressed the Committee of the Chamber handing them a copy of a memorial which they had addressed to Her Majesty's Agent and Consul-General at Zanzibar with respect to various grievances they alleged they had suffered in the course of the recent changes in the administration in Zanzibar territory. The Committee considered that any memorial to Government regarding the matters dealt with would come better from those in Bombay connected with and interested in the trade of Zanzibar, and replied to the memorialists to that effect.—(*Appendix* **ZZ.**)

REPORT ON THE TRADE OF ZANZIBAR.

In response to a request of the Chamber in June 1888, the Government of India have supplied a copy of the latest

report on the trade of Zanzibar for the year 1886, which will be found in (*Appendix* AAA.)

MERCANTILE AND TRADE MUSEUMS.

The Government of Bombay having addressed the Chamber respecting the expediency and practicability of establishing a trade museum in Bombay, on the model of those in Germany, the Committee replied that they did not consider it either practicable or expedient, at present, to attempt the formation of such an institution, and endorsed the views of the Board of the Victoria Jubilee Technical Institute and the Curator of the Victoria and Albert Museum in Bombay, who had replied to the same effect.—(*Appendix* BBB.)

ENDOWMENT FUND FOR THE TRAINING AND MAINTENANCE OF NURSES AT THE JAMSETJEE JEEJEBHOY HOSPITAL.

In a communication from the Government of Bombay, dated 23rd May 1889, it was intimated that the Chairman of the Bombay Chamber of Commerce for the time being would be appointed one of the Trustees under an Endowment Fund of Rs. 30,000 given by His Highness the Thakore Sahib of Bhownugger for the training and maintenance of nurses at the Jamsetjee Jeejebhoy Hospital. After some consideration the Committee replied to Government that while sensible of the compliment paid to their representative by the Thakore Sahib, they regretted that they were unable to accept an appointment which would saddle future Chairmen with duties and responsibilities not appertaining to the work of the Chamber, and which they might not care to undertake. They further added that while regretting the inconvenience which this decision might possibly cause,

the Committee would respectfully suggest that Government should previously ascertain the opinion of the Committee before agreeing to follow the wishes of native chiefs and others, who might have similar objects in view.—(*Appendix* CCC.)

ELECTION OF CHAMBER'S REPRESENTATIVES ON THE CORPORATION.

In accordance with the power conferred on the Chamber by the New Municipal Act, Mr. George Cotton, of Messrs. Greaves, Cotton and Co., and Mr. G. W. Roughton, of Messrs. Roughton and Byrne, were elected representatives of the Chamber on the Bombay Municipal Corporation on 6th February last for a term of three years.—(*Appendix* DDD.)

ESTABLISHMENT OF A CHAMBER OF COMMERCE AT CAWNPORE.

The Committee are glad to welcome an addition to the Chambers of Commerce in India by the establishment of the Upper India Chamber of Commerce at Cawnpore. The new Chamber has already given indications of great energy and zeal in matters affecting commercial interests.—(*Appendix* EEE.)

NEW ZEALAND AND SOUTH SEAS EXHIBITION.

The Government of Bombay favored the Chamber with a copy of a circular published by the Government of India regarding the proposed New Zealand and South Seas Exhibition to be held at Dunedin in 1889-90.

As the proposed exhibition, however, had but little interest for, or connection with the trade of Bombay, your Committee decided to take no steps to be represented at it. —(*Appendix* FFF.)

FALLING OFF IN THE EXPORTS OF SALT FROM BOMBAY TO CALCUTTA AND BRITISH MALABAR.

The Acting Collector of Salt Revenue having found from his returns that there had been a material falling off in the exports of salt from Bombay to Calcutta and British Malabar during the financial year ending 31st March 1889, enquired whether the Committee of the Chamber could inform him whether the diminished exports were due to enhanced freights, or, if not, what they considered the probable explanation. The enquiries instituted by the Committee—the results of which they communicated to the Collector—went to show that the falling-off in the exports of salt from Bombay to Calcutta was, in a great measure, owing to the excessive delay in weighing out the salt at the latter and to restrictions on the part of the Customs as to the hours at which the salt could be worked, thus making it unprofitable for a steamer to carry salt to Calcutta unless at a rate of freight which shippers were unable to pay. A further reason for the diminished exports was, the Committee considered, to be found in the fewer number of sailing vessels changing ports this year. From a statement which the Committee had compiled, it appeared that in the official year 1887-88 21 sailing vessels and 2 steamers had loaded salt for Calcutta, carrying in all 590,169 Indian maunds as compared with the official year 1888-89 in which only 8 sailing vessels and 14 steamers had loaded, carrying 545,403 Indian maunds of salt.—(*Appendix* GGG.)

SUITS IN COURTS OF SMALL CAUSES UNDER SECTION 7 OF THE ARMY ACT, 1888.

The manager of Messrs. Treacher and Co., Limited, on behalf of that Company and other retail tradesmen and agents, addressed the Chamber at the end of November respecting

the alteration in the law as laid down by section 7 of the Army Act, 1888, which specifically provides that when a suit in the Court of Small Causes is brought against an officer of the army for debt the Court has no jurisdiction unless the officer is residing within its local limits. As it was known that a suit was then pending before a full bench of the Small Causes Court—which would probably result in a decision respecting the principle involved—the Committee decided before taking definite action to await the expected decision. In the meantime one of the legal members of the Chamber kindly favored the Committee with a valuable opinion on the subject which he consented should be forwarded to the tradesmen who had represented the matter.—(*Appendix* HHH.)

JOINT STOCK COMPANIES.

Subjoined is a list of the Companies which have been registered during the year 1889 :—

NAMES.	Nominal amount of Capital.
	Rs.
The Gujerat Provident Society, Limited..	No Capital.
„ Khamgaum Manufacturing Company, Limited	1,00,000
„ Poona Camp Education Society	No Capital.
„ Egutpuri Co-operative Society, Limited	20,000
„ Tardeo Flour and Oil Mills Company, Limited.....	1,00,000
„ Jalgaon Cotton Ginning Company, Limited	60,000
„ Peeroo Mahomed Manufacturing Company, Ld.....	9,00,000
„ Raj Nandgaon Baldeo Mills, Limited	10,00,000
„ Gujerat Hindu Social Reform Association, Ahmedabad	No Capital.
„ Bombay, Poona and Mahableshwar Livery Stable Company, Limited	50,000
„ National Mortgage Bank, Limited	2,00,000
„ Karwar Trading Company, Limited	25,000
„ Amritsur Manufacturing Company, Limited	1,00,000
„ Society for Promoting Higher Education in Gujerat, Ahmedabad.....	No Capital.
„ Bullough Mills Company, Limited	10,00,000
„ Poona Cotton and Silk Manufacturing Co., Ld. ..	6,25,000
„ Motilal Heerabhai Spinning, Weaving and Manufacturing Company, Limited	2,00,000

ELECTION OF PORT TRUSTEES.

The term of office as Trustees of the Port of the Hon'ble Mr. F. Forbes Adam, C.I.E., and the late Mr. John Y. Lang having expired on 31st March last, the usual balloting took place in the rooms of the Chamber on the 13th March and resulted in the election of Mr. A. F. Beaufort (of Messrs. Lyon and Co.) and Mr. M. C. Turner (of Messrs. Mackinnon, Mackenzie and Co.) Mr. James G. Smith, who was elected a Trustee in March 1888, having resigned office on proceeding to Europe in February of this year, an election took place in accordance with the Port Trust Rules and resulted in the appointment of the Hon'ble Mr. F. Forbes Adam, C.I.E., who holds office until 31st March 1890.

HOLIDAYS FOR THE YEAR 1890.

The Committee appointed by Government to fix the holidays for the year 1890, under the Negotiable Instruments Act, met in the rooms of the Chamber in the usual way, and the list prepared by them having been submitted to, and approved by, Government, was printed along with the holidays under Charter-parties and copies distributed among the members of the Chamber.

STATISTICAL STATEMENTS.

A list of the quotations of exchange, freight, prices of principal articles of import and export compiled from the quotations issued weekly by the Committee during the year 1889, and also statements showing the quantity and value of the principal articles of merchandize exported from and imported into Bombay and all India during the same period, will be found in *Appendix* JJJ.

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regulary supplied to the Chamber by the G. I. P. R. and B. B. and C. I. R. Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales Measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	
Do. 30th Nov. 1876	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888	1,659,273	36,371	21,057	15,314	..
Do. 31st Dec. 1889	2,156,604	43,042	21,648	21,394	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last twelve years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

BALANCE SHEET.

APPENDIX A.

BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE.—From 1st January to 31st December 1889.

Dr.

To		Amount. Rs. A. P.	Amount. Rs. A. P.
Rent ..... Rs.	3,120 0 0		
Less amount charged to Millownors' Association ,,	720 0 0		
		2,400 0 0	
Printing—			
Miscellaneous Papers ..... Rs.	719 0 0		
Annual Report for 1888..... ,,	1,815 0 0		
		2,534 0 0	
Advertisements.....		272 6 6	
Newspapers and Books		1,182 5 5	
Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.		13,087 12 6	
Telegrams		2,955 0 3	
Stationery		147 5 0	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, & other Statistics & Stationery. Rs.	7,478 2 6		
Printing do. ... ,,	12,448 8 0		
		19,926 10 6	
Millowners' Association Establishment, Wages for Clerks and Sepoy		1,090 7 6	
Auditor's Fee for the year ending 31st December 1889		100 0 0	
Telephone Company from 1st March 1889 to 28th February 1890		200 0 0	
			43,895 15 8

Cr.

	Amount. Rs. A. P.	Amount. Rs. A. P.
By Balance on 31st December 1888	61,788 10 0	
Less Amount written off in connection with the Oriental Bank (in liquidation) deposit of Rs. 13,000.....	216 10 6	
	11,573 0 0	61,571 15 6
Subscriptions.....		
Publications	18,903 8 3	
Measurement Fee Account—		
Measurement Fee Receipts..Rs.	43,042 5 3	
Less salaries to measurers, calliper men, &c. ..... ,,	21,648 1 0	
	21,394 4 3	
Interest on Fixed Deposits and on Government paper.....	2,809 3 4	
Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.....	239 11 2	
Millowners' Contribution to the Chamber's Statistical Department	1,200 0 0	
Balance of receipts over expenditure on Arbitration Fees	195 0 0	
		51,314 11 0

Funds of the Chamber as under:—			
Fixed Deposit Receipts of the Agra Bank, Ltd., bearing interest at 5 per cent. per annum	30,000 0 0		
Do. of the New Oriental Bank Corporation, Ld., at 5 per cent. per annum	26,000 0 0		
Cost of 4 per cent. Government paper for Rs. 6,000	4,692 12 0		
Bank of Bombay Current Deposit account	6,035 9 10		
Cash in hand	125 0 0		
Bills for subscriptions and publications for December 1889 not recovered	2,077 5 0		
Millowners' Association do.	160 0 0		
	69,090 10 10		
Less amount due to Auditor	100 0 0		
		68,990 10 10	
Total Rs.	.....	1,12,886 10 6	

Examined and found correct.

N. S. SYMONS,
Auditor.

Bombay, 4th January 1890.

APPENDIX B.

THE MERCHANDISE MARKS ACT.

ACT No. IV. OF 1889.

An Act to amend the law relating to Fraudulent Marks on Merchandise.

Whereas it is expedient to amend the law relating to fraudulent marks on merchandise; It is hereby enacted as follows:—

Title, extent and commencement.

1. (1) This Act may be called the Indian Merchandise Marks Act, 1889.

(2) It extends to the whole of British India; and, subject to the provision of the last section of this Act,

(3) It shall come into force on the first day of April 1889.

Definitions.

2. In this Act, unless there is something repugnant in the subject or context,—

(1) "trade mark" has the meaning assigned to that expression in section 478 of the Indian Penal Code as amended by this Act:

(2) "trade description" means any description, statement or other indication, direct or indirect,—

(*a*) as to the number, quantity, measure, gauge or weight of any goods, or

(*b*) as to the place or country in which, or the time at which, any goods were made or produced, or

(*c*) as to the mode of manufacturing or producing any goods, or

(*d*) as to the material of which any goods are composed, or

(*e*) as to any goods being the subject of an existing patent privilege or copyright;

and the use of any numeral, word or mark which, according to the custom of the trade, is commonly taken to be an indication of any of the above matters shall be deemed to be a trade description within the meaning of this Act:

(3) "false trade description" means a trade description which is untrue in a material respect as regards the goods to which it is applied, and includes every alteration of a trade description whether by way of addition, effacement, or otherwise, where, that alteration makes the description untrue in a material respect, and the fact that a trade description is a trade mark or part of a trade mark shall not prevent such trade description being a false trade description within the meaning of this Act:

(4) "goods" means anything which is the subject or trade or manufacture: and

(5) "name" includes any abbreviation of a name.

Amendment of the Indian Penal Code.

Substitution of new sections for sections 478 to 489 of the Indian Penal Code.

3. For that part of Chapter XVIII of the Indian Penal Code which relates to Trade and Property Marks, the following shall be substituted, namely :—

"Of Trade, Property and Other Marks.

Trade mark.

"478. A mark used for denoting that goods are the manufacture or merchandise of a particular person is called a trade mark, and for the purposes of this Code the expression, trade mark' includes any trade mark which is registered in the register of trade marks kept under the Patents, Designs and Trade Marks Act, 1883, and any trade mark which, either with or without registration, is protected by law in any British possession or Foreign State to which the provisions of the one hundred and third section of the Patents, Designs and Trade Marks Act, 1883, are, under order in Council, for the time being applicable.

Property mark.

"479. A mark used for denoting that moveable property belongs to a particular person is called a property mark.

Using a false trade mark.

"480. Whoever marks any goods or any case, package or other receptacle containing goods, or uses any case, package or other receptacle with any mark thereon, in a manner reasonably calculated to cause it to be believed that the goods so marked, or any goods contained in any such receptacle so marked, are the manufacture or merchandise of a person whose manufacture or merchandise they are not, is said to use a false trade mark.

Using a false property mark.

"481. Whoever marks any moveable property or goods or any case, package or other receptacle containing moveable property or goods, or uses any case, package or other receptacle having any mark thereon, in a manner reasonably calculated to cause it to be believed that the property or goods so marked or any property or goods contained in any such receptacle so marked, belong to a person to whom they do not belong, is said to use a false property mark.

Punishment for using a false trade mark or property mark.

"482. Whoever uses any false trade mark or any false property mark shall, unless he proves that he acted without intent to defraud, be punished with imprisonment of either description for a term which may extend to one year; or with fine, or with both.

Counterfeiting a trade mark or property mark used by another

"483. Whoever counterfeits any trade mark or property mark used by any other person shall be punished with imprisonment of either description for a term which may extend to two years, or with fine, or with both.

Conterfeiting a mark used by a public servant.

"484. Whoever counterfeits any property mark used by a public servant, or any mark used by a public servant to denote that any property has been manufactured by a particular person or at a particular time or place, or that the property is of a particular

quality or has passed through a particular office, or that it is entitled to any exemption, or uses as genuine any such mark knowing the same to be counterfeit shall be punished with imprisonment of either description for a term which may extend to three years and shall also be liable to fine.

Making or possession of any instrument for counterfeiting a trade mark or property mark.

"485. Whoever makes or has in his possession any die, plate or other instrument for the purpose of counterfeiting a trade mark or property mark, or has in his possession a trade mark or property mark for the purpose of denoting that any goods are the manufacture or merchandise of a person whose manufacture or merchandise they are not, or that they belong to a person to whom they do not belong, shall be punished with imprisonment of either description for a term which may extend to three years, or with fine, or with both.

Selling goods marked with a counterfeit trade mark or property mark.

"486. Whoever sells, or exposes or has in possession for sale or any purpose of trade or manufacture, any goods or things with a counterfeit trade mark or property mark affixed to or impressed upon the same or to or upon any case, package or other receptacle in which such goods are contained, shall, unless he proves—

(*a*) that, having taken all reasonable precautions against committing an offence against this section, he had at the time of the Commission of the alleged offence no reason to suspect the genuineness of the mark, and

(*b*) that, on demand made by or on behalf of the prosecutor, he gave all the information in his power with respect to the persons from whom he obtained such goods or things or

(*c*) that otherwise he had acted innocently, be punished with imprisonment of either description for a term which may extend to one year, or with fine, or with both.

Making a false mark upon any receptacle containing goods.

"487. Whoever makes any false mark upon any case, package or other receptacle containing goods, in a manner reasonably calculated to cause any public servant or any other person to believe that such receptacle contains goods which it does not contain or that it does not contain goods which it does contain or that the goods contained in such receptacle are of a nature or quality different from the real nature or quality thereof shall, unless he proves that he acted without intent to defraud, be punished with imprisonment of either description for a term which may extend to three years, or with fine, or with both.

Punishment for making use of any such false mark.

"488. Whoever makes use of any such false mark in any manner prohibited by the last foregoing section shall, unless he proves that he acted without intent to defraud, be punished as if he had committed an offence against that section.

"489. Whoever removes, destroys, defaces or adds to any property mark, intending or knowing it to be likely that he may thereby cause injury to any person, shall be punished with imprisonment of either description for a term which may extend to one year or with fine, or with both.

Tampering with property mark with intent to cause injury.

Trade Descriptions.

4. (1) The provisions of this Act respecting the application of a false trade description to goods or respecting goods to which a false trade description is applied, shall extend to the application to goods of any such numerals, words or marks, or arrangement or combination thereof, whether including a trade mark or not, as are or is reasonably calculated to lead persons to believe that the goods are the manufacture or merchandise of some person other than the person whose manufacture or merchandise they really are and to goods having such numerals, words or marks, or arrangement or combination, applied thereto.

Provisions supplemental to the definition of false trade description.

(2) The provisions of this Act respecting the application of a false trade description to goods, or respecting goods to which a false trade description is applied, shall extend to the application to goods of any false name or initials of a person, and to goods with the false name or initials of a person applied, in like manner as if such name or initials were a trade description, and for the purpose of this enactment the expression false name or initials means as applied to any goods, any name or initials—

(*a*) not being a trade mark, or part of a trade mark, and

(*b*) being identical with, or a colourable imitation of, the name or initials of a person carrying on business in connection with goods of the same description and not having authorised the use of such name or initials.

(3) A trade description which denotes or implies that there are contained in any goods to which it is applied more yards, feet or inches than there are contained therein standard yards, standard feet or standard inches is a false trade description.

Application of trade description.

5. (1) A person shall be deemed to apply a trade description to goods who—

(*a*) applies it to the goods themselves, or

(*b*) applies it to any covering label, reel or other thing in or with which the goods are sold or are exposed or had in possession for sale or any purpose of trade or manufacture, or

(*c*) places, encloses or annexes any goods which are sold, or are exposed or had in possession for sale or any purpose of trade or manufacture, in, with or to any, covering, label, reel or other thing to which a trade description has been applied, or

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(*d*) uses a trade description in any manner reasonably calculated to lead to the belief that the goods in connexion with which it is used are designated or described by that trade description.

(2) A trade description shall be deemed to be applied whether it is woven, impressed or otherwise worked into or annexed or affixed to the goods or any covering, label, reel or other thing.

(3) The expression "covering" includes any stopper, cask, bottle, vessel, box, cover, capsule, case, frame, or wrapper, and the expression "label" includes any band or ticket.

Penalty for applying a false trade description.

6. If a person applies a false trade description to goods, he shall, subject to the provisions of this Act and unless he proves that he acted without intent to defraud, be punished with imprisonment for a term which may extend to three months or with fine which may extend to two hundred rupees, and in the case of a second or subsequent conviction with imprisonment which may extend to one year, or with fine, or with both.

Penalty for selling goods to which a false trade description is applied.

7. If a person sells, or exposes or has in possession for sale or any purpose of trade or manufacture, any goods or things to which a false trade description is applied, he shall, unless he proves—

(*a*) that having taken all reasonable precautions against committing an offence against this section, he had at the time of the commission of the alleged offence no reason to suspect the genuineness of the trade description, and

(*b*) that, on demand made by or on behalf of the prosecutor, he gave all the information in his power with respect to the persons from whom he obtained such goods or things, or

(*c*) that otherwise he had acted innocently,

be punished with imprisonment for a term which may extend to three months or with fine which may extend to two hundred rupees, and in case of a second or subsequent conviction with imprisonment which may extend to one year, or with fine, or with both.

Unintentional Contravention of the Law relating to Marks and Descriptions.

Unintentional contravention of the law relating to marks and descriptions.

8. Where a person is accused under section 482 of the Indian Penal Code of using a false trade mark or property mark by reason of his having applied a mark to any goods, property or receptacle in the manner mentioned in section 480 or section 481 of that Code, as the case may be, or under section 6 of this Act of applying to goods any false trade description, or under section 485 of the Indian Penal Code of making any die, plate or other instrument for the purpose of counterfeiting a trade mark or property mark, and proves—

(*a*) that in the ordinary course of his business he is employed, on behalf of other persons, to apply trade marks or property

marks, or trade descriptions, or, as the case may be, to make dies, plates or other instruments for making, or being used in making, trade marks or property marks, and that in the case which is the subject of the charge he was so employed and was not interested in the goods or other thing by way of profit or commission dependent on the sale thereof, and

(*b*) that he took reasonable precautions against committing the offence charged, and

(*c*) that he had, at the time of the commission of the alleged offence, no reason to suspect the genuineness of the mark or description, and

(*d*) that, on demand made by or on behalf of the prosecutor, he gave all the information in his power with respect to the persons on whose behalf the mark or description was applied,

he shall be acquitted.

Forfeiture of Goods.

Forfeiture of goods.

9. (1) When a person is convicted under section 482 of the Indian Penal Code of using a false trade mark, or under section 486 of that Code of selling, or exposing or having in possession for sale or any purpose of trade or manufacture, any goods or things with a counterfeit trade mark applied thereto, or under section 487 or section 488 of that Code of making, or making use of, a false mark, or under section 6 or section 7 of this Act of applying a false trade description to goods or of selling, or exposing or having in possession for sale or any purpose of trade or manufacture any goods or things to which a false trade description is applied, or is acquitted on proof of the matter or matters specified in section 486 of the Indian Penal Code or section 7 or section 8 of this Act, the Court convicting or acquitting him may direct the forfeiture to Her Majesty of all goods and things by means of, or in relation to, which the offence has been committed or, but for such proof as aforesaid, would have been committed.

(2) When a forfeiture is directed on a conviction and an appeal lies against the conviction, an appeal shall lie against the forfeiture also.

(3) When a forfeiture is directed on an acquittal and the goods or things to which the direction relates are of value exceeding fifty rupees, an appeal against the forfeiture may be preferred, within thirty days from the date of the direction, to the Court to which in appealable cases appeals lie from sentences of the Court which directed the forfeiture.

Amendment of the Sea Customs Act, 1878.

Amendment of section 18, Act VIII. of 1878.

10. (1) For clause (*d*) of section 18 of the Sea Customs Act, 1878, the following shall be substituted, namely :—

"(*d*) goods having applied thereto a counterfeit trade mark within the meaning of the Indian Penal Code, or a false trade description within the meaning of the Indian Merchandise Marks Act, 1889 :

(*e*) goods made or produced beyond the limits of the United Kingdom and British India and having applied thereto any name or trade mark being, or purporting to be, or being a colourable imitation of, the name or trade mark of any person who is a manufacturer, dealer or trader in the United Kingdom or in British India, unless—

(i) the name or trade mark is, as to every application thereof, accompanied by a definite indication of the goods having been made or produced in a place beyond the limits of the United Kingdom and British India, and

(ii) that place and the country in which it is situated are in that indication indicated in letters as large and conspicuous as any letter in the name or trade mark and in the same language and character as the name or trade mark :

(2) To section 18 of the Sea Customs Act, 1878, as amended by sub-section (1) the following shall be added, namely :

"(*f*) piece-goods, such as are ordinarily sold by length or by the piece, which—

(*i*) have not conspicuously stamped in English numerals on each piece the length thereof in standard yards, on in standard yards and a fraction of such a yard, according to the real length of the piece, and

(*ii*) have been manufactured beyond the limits of India, or

(*iii*) having been manufactured within those limits, have been manufactured beyond the limits of British India in premises which, if they were in British India, would be a factory as defined in the Indian Factories Act, 1881.

Addition of a section after section 19, Act VIII, of 1878.

11. The following shall be added after section 19 of the Sea Customs Act, 1878, namely :—

"19A. (1) Before detaining any such goods as are or may be specified in or under section 18 or section 19, as the case may be, or taking any further proceedings with a view to the confiscation thereof under this Act, the Chief Customs-officer or other officer appointed by the Local Government in this behalf may require the regulations under this section, whether as to information, security, conditions or other matters, to be complied with and may satisfy himself in accordance with those regulations that the goods are such as are prohibited to be imported.

(2) The Governor-General in Council may make regulations, either general or special, respecting the detention and confiscation of goods the importation of which is prohibited, and the conditions, if any, to be fulfilled before such detention and confiscation, and may by such regulations determine the information, notices and security to be given, and the evidence requisite for any of the purposes of this section and the mode of verification of such evidence.

(3) Where there is on any goods a name which is identical with, or a colourable imitation of, the name of a place in the United Kingdom

or British India, that name, unless accompanied in equally large and conspicuous letters, and in the same language and character, by the name of the country in which such place is situate, shall be treated for the purposes of sections 18 and 19 as if it were the name of a place in the United Kingdom or British India.

(4) Such regulations may apply to all goods the importation of which is prohibited by section 18 or under section 19, or different regulations may be made respecting different classes of such goods or of offences in relation to such goods.

(5) The regulations may provide for the informant reimbursing any public officer and the Secretary of State for India in Council all expenses and damages incurred in respect of any detention made on his information, and of any proceedings consequent on such detention.

(6) All regulations under this section shall be published in the *Gazette of India* and in the Calcutta, Fort St. George, Bombay and *Burmah Gazettes.*"

Stamping of Length of Piece-goods manufactured in British India.

Stamping of length of piece-goods manufactured in British India.

12. (1) Piece-goods, such as are ordinarily sold by length or by the piece, which have been manufactured in premises which are a factory as defined in the Indian Factories Act, 1881, shall not be removed from those premises without having conspicuously stamped in English numerals on each piece the length thereof in standard yards, or in standard yards and a fraction of such a yard, according to the real length of the piece.

(2.) If any person removes or attempts to remove any such piece-goods from any such premises without the length of each piece being stamped in the manner mentioned in sub-section (1), every such piece, and everything used for the packing or removal thereof, shall be forfeited to Her Majesty, and such person shall be punished with fine which may extend to one thousand rupees.

Supplemental Provisions.

Evidence of origin of goods imported by sea.

13. In the case of goods brought into British India by sea, evidence of the port of shipment shall, in a prosecution for an offence against this Act or section 18 of the Sea Customs Act, 1878, as amended by this Act be *prima facie* evidence of the place or country in which the goods were made or produced.

Cost of defence or prosecution.

14. (1) On any such prosecution as is mentioned in the last foregoing section, or on any prosecution for an offence against any of the sections of the Indian Penal Code, as amended by this Act, which relate to trade, property and other marks, the Court may order costs to be paid to the defendant by the prosecutor, or to the prosecutor by the defendant, having regard to the information given by and the conduct of the defendant and prosecutor respectively.

(2) Such costs shall on application to the Court be recoverable as if they were a fine.

Limitation of prosecution.

15. No such prosecution as is mentioned in the last foregoing section shall be commenced after the expiration of three years next after the commission of the offence, or one year after the first discovery thereof by the prosecutor, whichever expiration first happens.

Authority of the Governor-General in Council to issue instructions as to administration of this Act.

16. (1) The Governor-General in Council may, by notification in the *Gazette of India* and in local official *Gazettes* issue instructions for observance by Criminal Courts in giving effect to any of the provisions of this Act.

(2) Instructions under sub-section (1) may provide, among other matters, for the limits of variation as regards number, quantity, measure, guage or weight, which are to be recognised by Criminal Courts as permissible in the case of any goods.

Implied warranty on sale of marked goods.

17. On the sale or in the contract for the sale of any goods to which a trade mark or mark or trade description has been applied, the seller shall be deemed to warrant that the mark is a genuine mark and not counterfeit or falsely used, or that the trade description is not a false trade description within the meaning of this Act, unless the contrary is expressed in some writing signed by or on behalf of the seller and delivered at the time of the sale or contract to and accepted by the buyer.

Savings.

18. (1) Nothing in this Act shall exempt any person from any suit or other proceedings which might, but for anything in this Act, be brought against him.

(2) Nothing in this Act shall entitle any person to refuse to make a complete discovery or to answer any question or interrogatory in any suit or other proceeding, but such discovery or answer shall not be admissible in evidence against such person in any such prosecution as is mentioned in section 14.

(3) Nothing in this Act shall be construed so as to render liable to any prosecution or punishment any servant of a master resident in British India who in good faith acts in obedience to the instructions of such master, and, on demand made by or on behalf of the prosecutor, has given full information as to his master and as to the instructions which he has received from his master.

Transitory Provision.

Date of commencement of this Act as regards unstamped piece-goods.

19. The prohibition of the bringing into British India of such piece-goods as are described in clause (*f*) of section 18 of the Sea Customs Act, 1878, as amended by this Act, shall not take effect till the first day of August, 1889, and the provisions of section 12 shall, as regards piece-goods made up in bales in a factory before the first day of April, 1889, remain in abeyance until the first day of July, 1889.

S. HARVEY JAMES,
Secretary to the Government of India.

ACT No. XII. OF 1889.

An Act to amend the Indian Merchandise Marks Act, 1889.

Whereas it is expedient to enable Local Governments to permit piece-goods to be imported at any time before the first day of November, 1889, without having their length stamped thereon in standard yards, or in standard yards and a fraction of such a yard ; It is hereby enacted as follows :—

Power for Local Government to temporarily suspend operation of section 18, Act VII, 1878, as regards piece-goods.

I. (1) The Local Government may in its discretion, and either absolutely or subject to conditions, declare that the provisions of section 18 of the Sea Customs Act, 1878, as amended by section 10, sub-section (2), of the Indian Merchandise Marks Act, 1889, shall, as regards any piece-goods mentioned in the declaration, be deemed to be in abeyance up to, and inclusive of, the thirty-first day of October 1889.

(2) The Local Government may delegate to a Chief Customs-officer or other officer appointed by it in this behalf the power conferred upon it by sub-section (1).

S. HARVEY JAMES,
Secretary to the Government of India.

HOME DEPARTMENT,
Judicial.
No. 1118.

SIMLA, 13*th August* 1889.

In the exercise of the power conferred by section 16 of the Indian Merchandise Marks Act IV. of 1889, the Governor-General in Council directs that Criminal Courts, in giving effect to the provisions of the Act in respect of trade descriptions of quantity, measure or weight of the goods specified hereunder, shall observe the following instructions :—

I.—A trade description of length stamped on *grey white*, or *coloured cotton piece-goods* shall not be deemed to be false in a material respect, unless—

(*a*) where a single length is stamped, the description exceeds the actual length by more than—

4 inches in pieces stamped as 10 yards long and under ;

5 inches in pieces stamped as above 10 yards and up to 23 yards long ;

7 inches in pieces stamped as above 23 yards and up to 36 yards long ;

9 inches in pieces stamped as above 36 yards and up to 47 yards long ;

18 inches in pieces stamped as above 47 yards :

Provided that the average length of the goods in question shall not be less than the stamped length ;

(*b*) where a maximum and a minimum length are stamped, the described maximum length is greater than the actual length by more than—

9 inches in piece-goods under 35 yards long;

18 inches in piece-goods 35 yards and up to 47 yards longs;

36 inches in piece-goods above 47 yards long:

Provided that no such piece shall measure less than the minimum stamped length.

II.—A trade description of width stamped on *grey, white,* or *coloured cotton piece-goods* shall not be deemed to be false in a material respect unless the description exceeds the actual width by—

half an inch in pieces stamped as 40 inches or less in width; three-quarters of an inch in pieces stamped as over 40 inches or under 59 inches in width:

one inch in pieces stamped as 59 inches or more in width:

Provided that the average width of the goods in question shall not be less than the stamped width.

III.—A trade description of count or number, length or weight, applied to *grey cotton yarn* shall not be deemed to be false in a material respect, unless—

(*a*) the described count or number is greater or less than the actual count or number by more than 5 per cent.; or

(*b*) the average length of the whole number of hanks in a bundle of such yarn is less than 840 yards; or

(*c*) in a bundle described as being ten pounds in weight, the number of knots or *moras* of ten hanks each is not the same as, and the number of knots or *moras* of five hanks is not double, the described count or number of the yarn.

IV.—A trade description of count or number applied to a bundle of *dyed cotton yarn* shall be accepted as indicating length only, the hank being taken to measure 840 yards, and it shall be deemed to be false in a material respect if it exceeds the actual length by more than 5 per cent.:

Provided that the average length of the whole number of hanks in the yarn in question shall not be less than the described length.

V.—A trade description of length applied to *thread of any kind* (of cotton, wool, flax or silk) shall not be deemed to be false in a material respect unless it exceeds the actual length by more than 1 per cent.

VI.—The dimensions of goods on which their length or width is stamped shall be determined by measurement in imperial yards of thirty-six inches.

A. P. MACDONNELL,
Secretary to the Government of India.

TELEGRAM FROM THE GOVERNMENT OF INDIA, LEGISLATIVE DEPARTMENT.

CALCUTTA, 31*st January* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

Select Committee on Merchandise Marks Bill has adjourned till Wednesday, 6th proximo, in hope of obtaining in meantime by telegram, opinion of your Committee on proposal of Bengal Chamber that the stamping, upon all goods sold by length or piece, of the length of such goods in standard yards should be made compulsory in case of such goods imported after thirtieth September next or turned out of Indian factories after first April next. Should such stamping be compulsory as regards all such goods or as regards cotton and woollen goods only or as regards cotton goods only, or how Bengal Chamber's letter containing proposal about stamping has been published in newspapers.

BOMBAY CHAMBER OF COMMERCE, 4*th February* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Calcutta.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your telegram, dated 31st ultimo, on the subject of the Merchandise Marks Bill, and to confirm my reply thereto, of this date, as follows :—

"Your telegram 31st. This Chamber is of opinion that compulsory stamping of all goods sold by length or by piece is desirable."—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 6*th February* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Calcutta.

SIR,—I have the honour, by direction of the Committee of the Chamber, to confirm the telegram despatched to you on the 4th instant, affirming their opinion that the compulsory stamping of all goods sold by length is desirable.

2. In coming to this conclusion, however, after very mature deliberation, they cannot ignore the fact that there are objections to the proposed measure which may render it extremely difficult if not impracticable in working, and, to a great extent, abortive in results.

3. That the manufacture, importation and sale of goods without the length being stamped or marked upon the pieces has led to serious fraud, there is no room for doubt, and it is equally certain that, up to the point where such goods are dealt with by importers or first sellers, compulsory stamping will afford a prompt remedy. But at a later stage, after the goods have got into the hands of retailers, the Committee perceive great difficulty in preventing a recurrence of the same fraudulent practice which now prevails.

4. A very large proportion of the goods which the proposed enactment will deal with, have their dimensions marked upon them by tickets and labels which are capable of being removed and replaced, while in others it would be perfectly possible to remove the outside fold on which the stamp appeared, and, at the expense of a very small portion of the goods, impress an entirely new stamp, leaving nothing to show an ignorant buyer that the substitution had been effected. This description of fraud it would be impossible to guard against, wherever retail trading exists, beyond the provisions which are already made in the Bill for the prevention of fraudulent marking, so that there is some room for doubt whether compulsory stamping, however desirable it may be, will be found workable in practice and application.—I have, &c.,

JOHN MARSHALL, Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 11*th February* 1889.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I enclose herewith for your information copy of Report submitted to the Government, N. W. P. and Oudh, by the Committee of this Chamber, on the proposed "Indian Merchandise Marks Act."—Yours faithfully,

W. B. WISHART, Secretary.

CAWNPORE, 5*th February* 1889.

From W. B. WISHART, Esq., Secretary, Upper India Chamber of Commerce, to T. W. HOLDERNESS, Esq., Secretary to Government, North-Western Provinces and Oudh.

SIR,—I am directed by the Committee of the Chamber to acknowledge receipt of your office No. 2,500 of 14th November last, and to

express their regret that it has been impossible, owing to their having only assumed office on the 17th ultimo, to reply to your communication more promptly.

2. They instruct me to forward herewith reports by three members of the Chamber, who are in charge of large factories, giving their individual views on the provisions of the proposed "Indian Merchandise Marks Act," to state that the Committee agree with these generally, and that they consider it most essential that a fair margin on the count of cotton yarn as indicated on the label be allowed.

3. They also approve of the amendments suggested by the Bengal Chamber of Commerce, particulars of which have come to hand since the notes above referred to were compiled, and beg leave to emphasise the vital importance of the suggestions made by it as to—

(1). The compulsory stamping of all goods sold by length or piece with the lengths of such goods in standard yards of 36 inches and fractions of a yard.

(2). That what is considered a "material difference" be more clearly defined.

4. While the Committee thoroughly appreciate the unquestionable value of a decision by a rule of the Bengal Chamber regarding "what should be considered a material difference sufficient to call for an appeal to the Act," they dissent from the recommendation of the Sub-Committee that it should be "a meeting of import merchants." India now takes rank as the sixth amongst the great cotton manufacturing countries in the world, and they consider it but just that the manufacturers should be fairly represented in any meeting called to decide questions having reference to the measurement of piece-goods or the marking of the net weight of yarn.

5. It will be seen from his note that Mr. McRobert, Manager of the Cawnpore Woollen Mills, strongly approves of the Act in its present shape, as he holds that it will, "*inter alia*, render liable to prosecution those traders and manufacturers who import woollen and cotton materials (*e.g.*, cloth), and sell them in India as if they have been made by the sellers, and that the mere issuing of samples of cloth made abroad with an Indian manufacturer's name on them in such a way as to lead the uninitiated to suppose that the goods were the *bona fide* production of the vendors, will be an infirngement of the Act."

6. The opinion of the majority of the Committee is that the wording of the Act does not imply this, and that such a restriction was not intended by those who framed either the English or the Indian Merchandise Marks Act. Many dealers and others, both in India as well as in the United Kingdom, have a particular class or quality of goods produced specially for them by various manufacturers, the said goods bearing their name, and often a special brand of their own, in fact got up in such a way that the uninitiated might consider that the goods were manufactured by the sellers. The Committee fail to see that this trade-custom is harmful or fraudulent, or that the consumer is in any way injured thereby, and consider that to render it penal would be a grave injustice as tending to interfere with trade, and obstruct and even stop the business of many honest dealers in imported merchandise.

7. I am instructed to say that, although the provisions of the Act are specially applicable to piece-goods and yarn, it is evidently clearly intended to have a much wider scope, and to penalise fraudulent practices in connection with other articles of merchandise. This being the case, the Committee are of opinion that a clause regarding "measure of capacity," in addition to the "weight" amendment suggested by the Bengal Chamber, should be added to section 4, clause (3) of the Act; and further, they feel that it will probably be found necessary to subsequently define more clearly what constitutes fraudulent practices in connection with goods other than woollen and cotton cloths and yarn.

Would the following cases show fraudulent intention?—

(*a*) Bar and other iron branded or marked in a way implying that it is of a higher standard or quality than is actually the case.

(*b*) Dyes, tobacco and such goods put up in boxes or tins and sold as containing, say, 1 lb., while in point of fact the gross weight of the package is only 1 lb.

(*c*) English writing-paper marked 1 lb. per ream higher than actual weight.

(*d*) Russian or Burmese kerosine put up in American tins.

(*e*) Oils and chemicals, &c., packed in tins, casks, bottles, &c., the liquid capacity of which being much short of what the public generally believe to be the case.

(*f*) Kerosine in 5-gallon (American standard) tins, which only equal 4 Imperial gallons.

8. The Committee consider that kerosine is a matter which appears to call for particular attention—the trade having assumed such vast dimensions. Although the duty is levied per gallon, and wholesale quotations are per case, on the wooden cases in which it is invariably imported the only indication of capacity is a brand showing the weight of the oil in lbs., which *per se* conveys no information to the dealer or consumer. A standard measure by which the oil should be sold is therefore greatly needed. To an expert who knows that American kerosine ranges about ·81 specific gravity—the net weight given—it is simple to calculate the contents in gallons, the formula being $\frac{\text{net weight of the oil in case}}{\text{specific gravity} \times 10.}$, thus $\frac{65}{\cdot 81 \times 10} = 8$ *(Imperial gallons)*. But to the average consumer this weight conveys nothing as regards the quantity of oil he might expect to get; he, as a rule, believing the case or tin to contain 10 or 5 gallons Imperial measure respectively.

9. As an instance of the prevalence of this incorrect idea regarding the liquid capacity of the uniform pattern cases in which kerosine is invariably imported, the Calcutta Port Commissioners, in a letter dated 23rd February, 1887, addressed to the Bengal Chamber of Commerce, concerning the discharge of petroleum cargoes at Budge-Budge, proposed the following Port Rule under section 7, clause (*e*), Act XII. of 1875:—

"Vessels discharging at the Budge-Budge Petroleum Wharf shall be required to discharge their cargoes at the rate of not less than 8,000 ten gallons cases per day." * * * *

10. Regarding your special inquiry as to the probable effects of the Act both on the wholesale and retail, the European and the native dealer, the Committee are of opinion that it cannot but benefit all those who are disposed to deal fairly and honestly, and should tend both to facilitate business and to place trade generally on a fairer and sounder basis than is at present the case.

11. I am further instructed to say that, although it is proposed that this Act should come into force on the 1st day of April, 1889, apparently no provision has been made to exempt from liability the holders of stocks of improperly described goods which are now in the country; and it is therefore suggested, for the consideration of Government, that some provision be made to protect such traders from liability to prosecution under the Act for a given time.

12. In conclusion I am directed to tender to the North-Western Provinces Government the thanks of the Committee for the opportunity which the Chamber has been given of expressing an opinion regarding this measure, which so vitally affects the interests of many of its present and prospective members.—I have, &c.,

W. B. WISHART, Secretary.

Note on the Indian Merchandise Marks Act, by S. M. JOHNSON, Esq., *Managing Director, Muir Mills Company, Ld., Cawnpore.*

This Act appears so far to have been considered only in its relations to importers: that it affects manufacturers cannot have been overlooked by the Legislature, but no criticisms on the Bill in its relation to manufacturers appear as yet to have been published.

The Act is an eminently desirable one; all honest merchants and manufacturers must receive with satisfaction a Bill which penalises transactions which are of a fraudulent nature.

But in introducing a measure of safety of this description, care will have to be taken that it does not hamper trade or industry, and that the possibilities of its use merely to harass and annoy should be reduced to a minimum.

In section 2, clause (2) *a*, the word "gauge" is used as a thing susceptible of indication by a trade description or mark.

Now in cotton-spinning, what is known as the "count" of yarn, is what is described, in the Act by the word gauge, and the "count" of yarn put upon labels would be a trade description; thus the figures "10" put upon a bundle of yarn would indicate that the yarn was No. 10 gauge, or No. 10 count: they would further mean that 10 knots of that particular yarn would weigh 10 lbs., that in each knot there were 10 hanks, and in each hank 840 yards, and that therefore there were 84,000 yards of yarn in the bundle.

But in actual manufacture it is quite impossible to make 84,000 yards of that yarn weigh 10 lbs. exactly, or 1 knot to contain 840 yards exactly; it is an absolute impossibility not only in India but the world over. Sometimes the yarn is heavy, sometimes light; the same yarn off the same machine spinning light in the morning

will spin heavy in the afternoon if there is a change from sunshine to cloud, and these variations are so constant and occasioned by such apparently trivial causes that all a spinner can do is to spin as near the standard as possible ; thus in practice in a good mill a margin of half a count to a count is allowed. For instance, No. 10 yarn may spin either 9½ (which means it is heavier than standard), or 10½ (which means it is lighter than standard) without attracting attention, and in bundling, the light and heavy being put together, a full ten-pound bundle or as near thereto as possible is obtained.

It will be seen, therefore, that the figures "10" outside really mean only an average indication.

Again, before being bundled, the yarn is reeled. These reels are all of a certain circumference, *viz.*, 54", and are fitted with indicators which show each hank reeled. All reels are worked by hand, one reeler being usually allowed to a reel capable of winding 40 hanks at a time, and the reeler is paid at so much per maund that he reels.

The reeler is supposed to wind off full hanks, and numerous checks are devised to see that he does do so ; but if any single thread breaks and the reeler does not at once "piece up" that thread, that particular hank will be short in measurement by exactly the number of times the reel revolved before the broken yarn was mended. In spite of all possible checks this "late" piecing occurs, and when once it passes the reeler it is past detection. The only safeguard the master has is, that the reeler is paid by weight, and if the latter neglects to piece up broken ends, he is only punishing himself, for he is turning the reel without turning out weight.

Thus in two matters the manufacturer may be held penally liable for what is really beyond control, *viz.*, count and yards in a hank ; and if the Act passes into law as it stands, manufacturers will either have to cease indicating counts or evade the Act by other expedients. The latter is not desirable, and the only fair procedure would be to either omit the word "gauge" altogether, or if it is retained, add a sub-section to the effect that with cotton yarn the count indicated on the label will be taken to cover a range of one count higher and lower ; and that in any prosecution for wrong lengths it will be sufficient if the defence can prove that their reels are of standard dimensions.

The latter is very important, because if reels are of standard dimensions there can be no fraudulent intention. In a recent prosecution in England (the first of the kind under the Merchandise Marks Act), a firm of spinners was prosecuted for selling bundles of yarn indicated as sixtys, but which were in reality not sixtys, and which also did not contain the full length in yards which the use of the figures 60 indicates (*viz.*, 60 × 10 × 840), and it was shown that each 5-pound bundle was 81,000 yards short : in this case it was admitted that the reels were not of standard dimensions ; that, in fact, the firm practised what is known as "false" reeling, and they pleaded guilty.

If the Act makes the latter a punishable offence, and at the same time does not bring within its meshes a manufacturer who acts without fraudulent intention, it will be welcomed by all honest men.

Note on the Indian Merchandise Marks Act, by A. S. B. CHAPMAN, Esq., *Elgin Mills Company, Ld., Cawnpore.*

With regard to the Bill to amend the law relating to fraudulent marks on merchandise, that is now before the Legislative Council, and likely shortly to pass into law, I am fully of opinion that its passing should undoubtedly prove of considerable service to that portion of the community who desire to work honestly. The principle of the proposed Act, which is based on the lines of the English Merchandise Marks Act, is a sound one, and requires that goods shall be sold for what they really are, and not for what they are represented to be.

2. As the utility of the Act is now an acknowledged fact in England, there is little doubt in my mind that it should prove of equal value in this country, where commercial morality at all events amongst middlemen and brokers, is perhaps even of a lower standard than in the former country.

3. With regard to cotton fabrics and yarns, the new law will, as I understand it, make it penal to describe goods as other than what they are. For instance, it will be contrary to the Act to stamp *dhoties* 10 yards which only measure 8½ yards to 9 yards. Therefore I say let there be a provision in the Act making it *compulsory* to mark all goods with their *proper* measurements, otherwise if no such particulars are given, it makes it possible for goods of short length to be sold for full length pieces, which is not as it should be.

4. At present the Act only seems to say that *if* goods are stamped, they must be correctly stamped. But this is insufficient. If it is allowed to stand thus, I fear manufacturers will have to suffer for the misdeeds of the middleman. For instance, suppose we receive an order for 5,000 pairs of sheets, each to be made 5½ yards long, to be stamped with our *Trade-Mark only*, omitting any mention whatever of the length of the piece, and suppose the middleman takes these pieces to his house, and has them marked 6 *yards*, it would be possible under the Act for the purchaser of, say, *one* of these sheets *so marked* to prosecute us, being the manufacturers, for a fraudulent description, which it is palpable we were in no way responsible for.

5. At present all the Cotton Mills in the North-Western Provinces, who sell their *honestly-marked* goods in the markets, have to compete side by side with manufactures from other places, which in many instances are at present *incorrectly described*. The wholesale *byparees* know well enough what *they* are buying, and in my opinion they prefer to buy *dhoties*, say, measuring only 9 yards *but stamped as* 10-*yard ones*, at a slightly lower rate than to pay a proportionately higher price for *dhoties really measuring* 10 *yards and so marked*, because, when retailing these fraudulently-marked goods to consumers, they make a larger profit.

6. In the case of yarns, it is well known that much of them umber twenty-ones are *retailed* as number twenties, one knot being dexterously extracted from the centre of the bundle of number twenty-ones. The weight of the bundle of course is reduced ; but a dealer who will not scruple to make money by abstracting a knot of yarn, will not hesitate to make up the reduced weight by damping, &c. In this case again

the manufacturer is the one who stands in danger of being prosecuted, though through no dishonest dealing on his part.

7. Now as regards the counts of gauge of yarn, I think it necessary that it should be *compulsory* to label all bundles as of a certain standard net weight, and that they should be guaranteed true counts, *i. e. as nearly so as practicable.* A prosecution on this very point has recently been made in England: Messrs. Greenhagh and Sons, Cotton Spinners, Manchester, having been called to account for bundling yarn containing on an average 570 yards per hank instead of the regulation 840 yards. It is a well-known fact that many spinners make a much coarser yarn than what it is afterwards stamped or described to represent. For instance a great many bundles of yarn come into the up-country markets from outside, being 17 and 18 hanks to the lb. though they are labelled twentys; and as they are 840 yards in each hank, this means 2,520 yards short length of yarn in the case of 17 hanks, and 1,680 yards in that of 18 hanks *in each* lb. of yarn, less than what is labelled, being equal in a 10-lb. bundle to 25,200 and 16,800 yards deficiency respectively.

8. This is a "trick of the trade" which is brought about by reducing the circumference of the hank-winding reels to 53 even 52 inches, when they should be 54 inches; so it can be easily understood that in each revolution of the reel one to two inches less of yarn is given and the above figures arrived at.

9. An honestly-made bundle of number twentys yarn should contain 20 knot averaging 8ozs. each, and each knot should contain 10 hanks of 840 yards; each bundle of twentys should therefore contain 168,000 yards of yarn.

10. From the foregoing I have endeavoured to show that the marking of the correct length on pieces of cloth, and in the case of yarns, the true counts and weights, *should be compulsory*, to prevent the possibility of manufacturers being prosecuted by any fraudulent action on the part of the middleman, and to ensure the Act really giving protection to actual consumer.

Note on the Indian Merchandise Marks Act, by A. McROBERT, ESQ., *Manager, Cawnpore Woollen Mills Company, Ld., Cawnpore.*

It appears to me that if the Bill becomes law in its present shape, it will, *inter alia*, render liable to prosecution those manufacturers who import woollen and cotton materials (*e. g.*, cloth) and sell them in India as if they had been made by the sellers. The mere issuing of samples of cloth made abroad, with an Indian manufacturer's name on them, in such a way as to lead the uninitiated to suppose that the goods are the *bona fide* production of the vendor, will be an infringement of the Act. I consider this proposed restriction likely to do good, and I like it very much.

Could a case of fraudulent intention, under Section 4, be upheld in the following examples?—

1. Russian kerosine in American tins.

2. Imported goods sold under the labels of an Indian manufacture.

3. All English writing paper sent to India is marked 1lb. per ream higher than actual weight—a custom of the trade.

No. 292 of 89.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 30*th March* 1889.

To JOHN MARSHALL Esq., Secretary, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—The Committee of this Chamber of Commerce instruct me to hand you, by this opportunity, copy of a letter they have addressed to the Government of India dealing with the subject of the practical working of the Indian Merchandise Marks Act.

The Committee will be glad to have the views of the Bombay Chamber on Government of India letter No. 90 s. of 15th of March.—Yours faithfully,

S. E. J. CLARKE, Secretary.

No. 90 s.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

CALCUTTA, 15*th March* 1889.

To the SECRETARY to the BENGAL CHAMBER of COMMERCE.

SIR,—The Merchandise Marks Bill having been passed into law, the Governor-General in Council has had under his consideration the question of the instructions to be issued for observance by the Criminal Courts under Section 16 of the Act. These instructions should be concerned with the treatment of trade descriptions and especially of such as indicate number, quantity, measure, gauge or weight, and they should specify the limits of variation from the trade description which are to be recognised by Criminal Courts as permissible in the case of any goods.

2. In its letter to the Government of Bengal, No. 21 of 1889, dated the 8th of January 1889, the Chamber (para 4) expressed its willingness to call a Special General Meeting of the Chamber for the purpose of deciding by rule the variations permissible in the case of piece goods and yarn. I am to say that the Governor-General in Council is indebted to the Chamber for this offer, and His Excellency in Council hopes that the action proposed may be taken and the result communicated to Government.

3. I am at the same time to remind the Chamber that the indication of permissible variations must be made not only with reference to piece-goods and yarns, but with reference to any other goods in which, by the recognised custom of trade, permissible variations exist between the description and the actual quantity, number, length, gauge, measure or weight. I am to invite the co-operation of the Chamber in framing a list of such goods with a statement of the variations permissible, at the same time that it takes up the question of piece-goods and yarn.

4. As the law comes into operation from the 1st of April, there is no time to be lost in the framing of any instructions that may have

to be issued for the guidance of the Courts, and it is hoped that the answer of the Chamber may be received with as little delay as is consistent with the proper consideration of this important question.

5. I am to add that a copy of this letter will be sent to some other leading bodies in India connected with industry and commerce, with a request for similar assistance from them.—I have, &c.,

R. THOMSON,
Deputy Secretary to the Government of India.

No. 275 of 1889.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 26*th March* 1889.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce to E. J. SINKINSON, Esq., Secretary to the Government of India Department of Finance and Commerce.

SIR,—In reply to your office letter No. 90s, dated 15th March, the Committee of the Chamber of Commerce desire me to say that the Special General Meeting of the Chamber which was called on Saturday last, the 23rd current, to consider the matters referred to in that letter thought it advisable to recommend to Government that where a decision may have been come to at home upon any question of a permissible variation of length under the English Merchandise Marks Act, such a decision should, so far as possible, be adopted in India.

Following this rule the meeting adopted the following resolution as to the variations permissible in the case of piece-goods, passed at a public meeting held in Manchester on 13th February 1888, under the auspices of the Chamber of Commerce of that city :—

Piece-Goods.—That all dimensions be determined by measurement upon the counter on Imperial yards of 36 inches ;
—— that a trade description is false in a material respect in regard to the stamping of dimensions whenever it falls short of the undernoted particulars :—

(1) Where a single length is stamped the following variations either way shall be recognised as fair, provided that the goods average the stamped length, *viz.*, in piece-goods 10 yards long and under, 4 inches ; in piece-goods above 10 yards and up to 23 yards long, 5 inches ; in piece-goods 23 yards and up to 36 yards long, 7 inches ; in piece-goods 36 yards and up to 47 yards long, 9 inches ; in piece goods 47 yards long, 18 inches.

(2) When a maximum and minimum length are stamped the following shall be the recognised differences between the maxima and minima lengths, provided that no piece be less than the minimum stamped length, *viz.* in piece-goods under 35 yards long, 9 inches ; in piece-goods 35 yards and up to 47 yards long, 18 inches ; in piece-goods above 47 yards long, 36 inches.

Where the width is stamped a variation of half an inch either way in goods 40 inches and under shall be recognised as fair, provided that the goods average the stamped width, and in the same way a variation of three-quarters of an inch shall be recognised as fair in pieces over 40 inches and under 59 inches, and of one inch for pieces that are 59 inches and above.

As regards the variations in length and weight in grey yarns, no final decision seems to have been come to at home, and it is doubtful whether on this class of goods a rule found to be fair in England would be fair also in India. The Committee of the Chamber of Commerce intend to act upon the suggestion of the Special General Meeting, and refer this particular question to a Sub-Committee of the Chamber, the members of which would be selected for their knowledge of yarns.

In paragraph 3 of the letter under reply, the Chamber of Commerce is invited to co-operate in framing a list of goods in which by the custom of trade permissible variations exist between the description and the actual quantity, number, length, gauge, measure or weight. I am to say that the Chamber cannot of itself frame such a list unless the Government first intimate the classes of goods which will come under the Act, and those classes to which it is not intended that the provisions of the Act shall extend. If it would be of any advantage to you in this connection to depute an officer to consult with the piece-goods Sub-Committee, the Committee of the Chamber will be glad to arrange for such a consultation and also, if it be thought desirable by Government, to invite the Calcutta Trades Association to depute members to represent that body.—I have, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER of COMMERCE, 15*th April* 1889.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—The Committee of the Bombay Chamber of Commerce direct me to acknowledge the receipt of your letter of the 30th ultimo, regarding the question of permissible variations under the Merchandise Marks Act.

The question having been carefully considered by my Committee, they have addressed Government on the subject, and I have now the pleasure to wait upon you with 6 copies of the Chamber's communication to Government.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 91s.

GOVERNMENT OF INDIA,
DEPARTMENT OF FINANCE AND COMMERCE.

CALCUTTA, 15*th March*, 1889

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—I am directed to enclose copy of a letter which has been addressed to the Bengal Chamber of Commerce asking for the assistance of the Chamber in the framing of a list of permissible variations between the described and actual length, &c. of goods, for issue to Courts under section 16 of the Merchandise Marks Act, and to express the hope that the Bombay Chamber of Commerce will favour the Government of India with similar lists at an early date.—I have, &c.,

R. THOMSON,
Deputy Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 15*th April* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—In response to the request conveyed in your Circular letter No. 90[s] of 15th ultimo, I have now the honor, by direction of the Committee, to report to you the permissible variations which the members of this Chamber, after careful deliberation and enquiry, consider it advisable should be fixed under Section 16 of the Merchandise Marks Act.

Assisted by a Special Committee of experts the various goods and descriptions of merchandise commercially dealt with, either as imported into or manufactured in Bombay, have been considered in detail, but the articles specified are the only ones which in the opinion of the Chamber require by the custom of the trade in Bombay to have permissible variation affixed to them. It may be that under the different trade usages prevailing in other parts of the country there are some articles to which for the sake of uniformity it might be advisable to affix permissible variations and should the enquiries of Government show that such articles exist, the Committee of this Chamber will be happy at any time to deal with them. Silk and woollen goods for example are invariably bought and sold in Bombay

by the single yard price, and as each piece is stamped or ticketed with the ascertained length after manufacture it has not been considered necessary to suggest any permissible variation, but it is not impossible some varieties of these goods may be dealt in elsewhere by the piece and would thus require a limit of variation to be fixed under the Act.

Cotton Piece-Goods.—The Chamber considers the permissible variations in dimensions should be identical with the scale adopted by the Manchester Chamber of Commerce in February 1888, omitting only the provision for foreign measures the stamping of which is not permitted under the Indian Act, viz.:—

That all dimensions be determined by measurement upon the counter in imperial yards of 36 inches.

That a trade description is "false in a material respect" in regard to the stamping of dimensions whenever it falls short of the undernoted particulars:—

(1) Where a single length is stamped the following variations, either way, shall be recognised as fair, provided that the goods average the stamped length, viz.:—

In Piece-Goods	10	yards	long	and	under	...	...	4	inches.
„ „	above	10	„	and up to	23	yards	long	5	„
„ „	„	23	„	„ „	36	„	„	7	„
„ „	„	36	„	„ „	47	„	„	9	„
„ „	„	47	„	long	...	...	...	18	„

(2) Where a maximum and minimum length are stamped the following shall be the recognised differences between the maxima and minima lengths, provided that no piece be less than the maximum stamped length, viz.:—

In Piece-Goods	under	35	yards	long	...	...	...	9	inches.
„	„	35	„	and up to	47	yds.	long.	18	„
„	above	47	„	long	...	...	...	36	„

(3) Where the width is stamped, a variation of half-an-inch either way in goods which are 40 inches and under shall be recognised as fair, provided that the goods average the stamped width; and in the same way a varia-

tion of three-quarters of an inch shall be recognised as fair in pieces over 40 inches and under 59 inches, and of one inch for pieces that are 59 inches wide and above.

Cotton Yarns, Grey.—A variation of 5 per cent. in the count either way, should be allowed, and assuming the hank to be 840 yards the average should be that length.

Dyed Yarns.—The count stamped or ticketed upon bundles of dyed yarns should be accepted as an indication of length only, not of weight; and the permissible variation as regards length should be 5 per cent., either way, the same as in grey yarns.

Thread of all kinds.—Cotton, Woollen Flax and Silk:—A permissible variation of 1 per cent., either way, in length is recommended.

Paper.—A permissible variation of 3 per cent., either way, should be allowed on the weight stamped on each package or ream.

With respect to Section 12 of the Act and the amendment of Section 18 of Act VIII. of 1878 under Sub-Section 2 which renders it compulsory that the length of all piece-goods sold by the length or piece shall have the length conspicuously stamped on each piece, my Committee desire me to point out that they foresee considerable difficulty in strictly complying with this regulation.

On many descriptions of imported piece-goods, such as net, prints, chintzes and dyed cloths, it has always been the custom of the trade to attach tickets or work in with thread the dimensions usually given, stamping being either impossible or practically useless owing to the colours of the goods rendering a stamp undistinguishable.

The Committee of this Chamber therefore consider it would be necessary for Government to notify in conjunction with the permissible variations sanctioned, that stamping under the Sections mentioned shall be held to mean ticketing, on all such goods as it has hitherto been the custom to mark in that manner, or that do not like ordinary grey or bleached cotton goods admit of stamping.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *6th June* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to confirm the following telegram despatched this day to your address:—

"The Committee of the Chamber solicit the attention of Government to their letter of 15th April regarding Merchandise Marks Act, and request the favor of an early reply to the suggestion respecting stamping of piece-goods conveyed in last two paragraphs. An early decision is urgently required to enable Indian importers to give instructions to home agents respecting goods to arrive after 1st August."—I have, &c.,

JOHN MARSHALL, Secretary.

CIRCULAR No. 99 of 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *7th June* 1889.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I am instructed to hand you over-leaf copy of the recommendations of the Yarn Sub-Committee of this Chamber as regards permissible variations in the case of grey yarns. I am to say that these recommendations have been approved and adopted by the Committee of this Chamber to whom they were submitted by the Sub-Committee.—Yours faithfully,

S. E. J. CLARKE, Secretary.

Extract from letter from the Secretary, Yarn Sub-Committee, to the Secretary, Bengal Chamber of Commerce.

"The Sub-Committee recommend that a bundle of yarn shall be deemed to contain 10 lbs. of yarn and that the bundles on an average shall not contain less than 9 lbs. 12 oz. of yarn.

"They also recommend that a hank shall be considered to be a length of 840 yards of yarn and that the hanks on an average shall contain not less than 820 yards of yarn.

"These recommendations involve a permissible average variation of 2½ per cent. in both the weight and the length of Grey Yarns.

"The Sub-Committee have no recommendation to make on the subject of dyed yarns."

TELEGRAM FROM THE GOVERNMENT OF INDIA,
DEPARTMENT OF FINANCE AND COMMERCE,
CALCUTTA, 19*th June* 1889.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

Your telegram of 6th. Stamping goods under Merchandise Marks Act. Government is advised that substitution of labels or tickets for stamping is not admissible under terms of Act.

No. 3098.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

SIMLA, 19*th June* 1889.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter of the 15th April last, making suggestions in regard to the variations which may be allowed under Section 16 of the Merchandise Marks Act.

2. These suggestions were noted by the Government of India, but action on them was deferred pending the receipt of answers from other bodies and from the Customs authorities to references on the same subject made from this Department. These answers are still awaited, but meanwhile a telegram of the 6th instant has been received from you requesting a decision on the suggestion made in the last three paragraphs of your letter of the 6th April that the provision in Section 10 (2) and Section 12 of the Act, that piece goods ordinarily sold by the length or piece shall have the length conspicuously stamped on them, may be held to be sufficiently met if labels or tickets are attached to goods which it has been the custom to label or the stamping of which would be inconvenient.

3. I am to say that this suggestion has been carefully considered and the Governor-General in Council is advised that the suggestion cannot be acted upon, except by amendment of the law. A telegram conveying this information has been sent to you to-day.

4. I am to add that the Government of India is not at present prepared to undertake the amendment of the law, the terms of which were framed after full consultation with the representatives of the mercantile community in India on this as on all other points. In regard to this particular point I am to remind the Chamber that the Select Committee of the Legislative Council which dealt with the Bill adjourned for a week in order to obtain the opinion of the mercantile community whether stamping should be compulsory for all goods sold by length or the piece, for cotton and woollen goods only, or for cotton goods only. The opinions received were unanimously in favour of making stamping compulsory for all such goods, and amongst others the Bombay Chamber of Commerce expressed this opinion in its telegram of 4th February and letter of the 6th February, both addressed to the Legislative Department.—I have, &c.,

E. J. SINKINSON,
Officiating Secretary to the Government of India.

BOMBAY CHAMBER of COMMERCE, 19*th June* 1889.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—I am directed to confirm the following telegrams which were despatched by my Committee to the Manchester Chamber on the 19th and 20th ultimo.—Yours, &c.,

JOHN MARSHALL, Secretary.

TELEGRAMS TO THE MANCHESTER CHAMBER OF COMMERCE.

BOMBAY, 19*th June* 1889.

"Inform members of your Chamber no rules have yet been issued by Government under Merchandise Marks Act, so that on all Piece-Goods to arrive here after 1st August lengths must be stamped."

BOMBAY, 20*th June* 1889.

"Referring yesterday's message, decision of Government since received. Stamping imperative."

JOHN MARSHALL, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 19*th June* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I thank you for your telegram dated 6-45 p.m. to-day, and received at 3-30 this afternoon. It runs as follows "Inform "members of your Chamber no rules have yet been issued by Govern- "ment under Merchandise Marks Act, so that on all piece-goods to "arrive here after first August lengths must be stamped."

I have taken steps for the publication in the Manchester papers of to-morrow, of your telegram, and will forward you a copy of one of them by this mail.—Yours, &c.,

ELIJAH HELM, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 21*st June* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I wrote to you on the 19th instant, acknowledging receipt of your telegram of that date, and have now to thank you for a further communication by wire received yesterday, which has been published in the Manchester papers of this morning.—Yours, &c.,

ELIJAH HELM, Secretary.

BOMBAY CHAMBER OF COMMERCE, *20th June* 1889.

The MEMBERS of the CHAMBER OF COMMERCE.

GENTLEMEN,—The following telegram has been received to-day from the Government of India, Department of Finance and Commerce, Simla :—

> "Your telegram of 6th. Stamping goods under Merchandise Marks Act. Government is advised that substitution of labels or tickets for stamping is not admissible under terms of Act."

This message is in reply to a telegram despatched by the Committee of the Chamber on the 6th instant, asking that in the rules under the Act sanction may be given for the use of labels or tickets in place of stamps on descriptions of goods which it has hitherto been the custom not to stamp or the stamping of which involves special difficulties. It will be perceived that this decision of Government renders the stamping of lengths on all piece-goods to arrive in India after the 1st August, absolutely imperative.—Yours, &c.,

JOHN MARSHALL, Secretary.

No. 533 OF 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *20th June* 1889.

JOHN MARSHALL, Esq., Secretary, BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—I am instructed by the Committee of the Bengal Chamber of Commerce to state that with a view to arrive at a determination of the question of permissible variations in Grey Yarns, they recently appointed a Sub-Committee of experts to furnish them with a recommendation on the subject. In that Sub-Committee, the Committee have every confidence, but on so important a question it appears to the Committee to be desirable that the Indian Chambers of Commerce should be in accord and should arrive at a common understanding as to the permissible variations in Grey Yarns to be submitted to the Government of India.

They will be glad therefore to be furnished, at as early a date as possible, with the opinion of the Bombay Chamber of Commerce on the following recommendations of the Sub-Committee :—

First.—That 10lb. bundles shall not contain less than 9lbs. 12oz. of yarn on average.

Second.—That a "hank" of yarn shall be considered to be a length of 840 yards, and that on an average "hank" shall not contain less than 820 yards of yarn.

The reasons which have guided the Sub-Committee in making the first of these recommendations are, that it is impossible in a climate such as that of Bengal to attain an uniform standard of weight of yarn. Changes of temperature or the humidity of the atmosphere frequently cause such great variations of weight that bundles accurately weighed at a mill are found on subsequent examination after being for some time on hand to be either materially deficient in or in excess of the original mill weight which they contained. The Sub-Committee accordingly considered that a permissible variation of 4oz. in the bundle or say 2½ per cent. is not too much to be allowed under this head.

As to their second recommendation the Sub-Committee think it should be clearly laid down that by the term "hank" is meant a length of 840 yards of yarn. But as it is quite impossible with the machinery in ordinary use for reeling yarn to attain an uniform length in every "hank" they submit it is only fair to the producer that as regards length the permissible minimum variation should be fixed at 820 yards average. The Sub-Committee support this recommendation by the statement that by the ordinary system of reeling yarn no "hank" ever contains more than 840 yards, whilst by the breaking of threads, when the reels are in motion, many "hanks" may inadvertently contain less than this length. Further, with the unskilled labor available in this country it is impossible to be so exact in matters of this sort even under the closest supervision, as with the more intelligent and expert work-people employed in England. Unless therefore a liberal margin of permissible variation were given a seller of yarns manufactured in this country through no intentional default might find himself prosecuted and punished in a Criminal Court for acts of his employés which it was quite impossible for him to control.

In framing their recommendations the Sub-Committee therefore have kept well before them the fact that the permissible variations they have suggested are designed, when not exceeded, to prevent a seller from being brought under the Penal Clauses of the Indian Merchandise Marks Act. That is to say from being prosecuted in a Criminal Court. But should their recommendations be accepted by Government, that fact—should the seller not deliver to the buyer either the weight or length of yarn originally contracted for—would, in the opinion of the Sub-Committee, by no means debar the buyer from having recourse to his ordinary remedy against the seller in a Civil Court.—I am, &c.,

S. E. J. CLARKE, Secretary.

TELEGRAM FROM THE GOVERNMENT OF INDIA,

DEPARTMENT OF FINANCE AND COMMERCE.

SIMLA, 25*th June* 1889,

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

Your letter of 15th April. Do the recommendations as to permissible variations in cotton goods apply to grey goods only, or to grey white, and coloured?

BOMBAY CHAMBER OF COMMERCE, *26th June* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to confirm the following telegram despatched to your address this day, in reply to your message of the 25th instant :—

"Permissible variations embrace grey, white, and coloured goods."—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *3rd July* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. 3098 of 19th ultimo, confirming your telegram of the same date, informing the Chamber that it is impossible, without amending the law, to permit the ticketing or labeling of the lengths of certain goods in place of stamping which is rendered compulsory on piece-goods imported after 1st August, under Section 13 of the Act.

2. In making the suggestion the Committee hoped that it would be found feasible to render it permissible by the rules under the Act, and, if so, there can be no doubt it would have overcome a point which manufacturers and shippers foresee they will have considerable difficulty in complying with. My Committee do not, however, ask for any amendment of the Act, trusting that the trade may eventually be able to adjust itself to its requirements; but should experience prove this not to be the case the Chamber may take the liberty of again approaching Government on the subject.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 3*rd July* 1889.

S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, Calcutta.

SIR,—I have submitted to the Committee your letter of 20th ultimo, asking for the opinion of this Chamber on the recommendations of a Sub-Committee of your Chamber as to the permissible variations which should be allowed under the Merchandise Marks Act in Grey Yarns.

In reply, I am directed to hand you a copy of a letter which the Committee of this Chamber addressed to the Government of India on the subject on 15th April last, from which you will perceive that they recommended a variation of 5 per cent. either way should be allowed, but that the average length of the hank should be 840 yards. From this recommendation my Committee, after giving the matter most careful consideration, are not disposed to suggest any change. In their opinion, it is impossible, without revolutionising the entire trade, to compute the hank as other than 840 yards, and to determine an average of 820 yards is not fixing a permissible variation but sanctioning just such a departure from fair trading as the Committee consider the Act is meant to suppress.

There can be no doubt, as stated by your Sub-Committee, that under the present system of reeling it is impossible to attain an exact uniform length and that the hank, as machines are at present arranged cannot contain more than 840 yards. But there is no practical difficulty in adopting the reels to give an average of 840 yards, and this my Committee consider is decidedly preferable to either of the other alternatives of attempting to alter the basis on which the cotton yarn trade of the world is conducted or legalising a departure from the recognised standard which would to all intents and purposes be a fraud on the consumer.

I am desired to mention that the Bombay Millowners' Association, which embraces a large body of expert knowledge, concurs in, and has supported, the opinion of the Chamber, and it is believed has it in contemplation to go even further by asking that it should be made compulsory that every bundle shall contain the exact number of knots according to the counts, and this recommendation my Committee would also be disposed, if necessary, to support.

I need not point out to you that the question of count and variation allowed thereunder controls the permissible variation of the weight of the bundle.—I have, &c.,

JOHN MARSHALL, Secretary.

KARACHI CHAMBER OF COMMERCE, 26*th July* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired by my Committee to ask you what arrangements, if any, your Chamber have come to with the Bombay Custom House regarding the working of the amendment of the Sea Customs Act, and whether the Bombay Custom House accepts the simple declaration of importers that the goods are in accordance with such amendment.—Yours faithfully,

STEPHEN WM. ANDERSON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 1*st August* 1889.

The SECRETARY, CHAMBER of COMMERCE, Kurrachee.

DEAR SIR,—I have submitted to the Committee of the Chamber your letter of the 26th ultimo, enquiring what arrangements, if any, have been made with the Custom House in Bombay regarding the working of the amendment of the Sea Customs Act, and also whether the Custom House accepts the simple declaration of the importers that the goods are in accordance with such amendment.

In reply, I am directed to inform you that there is nothing of the nature of a special arrangement with the Bombay Custom House for the working of the Merchandise Marks Act, and the Collector will most certainly not accept the simple declaration of importers as sufficient grounds on which to pass goods, nor could he reasonably be expected to do so as it would simply amount to rendering the Act a dead letter. All goods imported are now most carefully inspected by the Custom House officials, and any infringement of the new law is strictly dealt with, so much so in fact that this Chamber has deemed it necessary to address Government regarding the somewhat arbitrary manner in which the law, in the first instance, was being enforced; and I am directed by my Committee to hand you copies of the correspondence with Government on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 6016-C of 1889.

Bombay Custom House, 29*th July* 1889.

From J. K. Spence, Esq., C.S., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honor to forward copy of a letter I have addressed to Messrs. Wallace and Co., regarding the importation of Kerosine Oil, and request that you will make its contents known to all members of the Chamber and the trade generally for information and guidance.—I have, &c.,

J. K. SPENCE,
Collector of Land Revenue, Customs and Opium.

No. 6014-C of 1889.

Bombay Custom House, 29*th July* 1889.

To Messrs. Wallace and Co., Bombay.

Gentlemen,—With reference to a letter that I received from your Mr. Macaulay on the 2nd instant, I have now the honor to inform you that I have received the orders of Government on the subject of kerosine oil imported by you from Russia. Government have held that the Merchandise Marks Act must be enforced with regard to the oil, but that time should be allowed up to 30th September to enable you to comply with the provisions of the Act. It will therefore be necessary after that date that all packages bearing your name or marks, or the name or mark of any other manufacturer, trader or dealer in the United Kingdom or in British India, should also bear an indication of origin showing the country in which the oil was produced. Should the name appear in several languages there must be a separate indication of origin in each language.—I have, &c.,

J. K. SPENCE,
Collector of Land Revenue, Customs and Opium.

Bombay Chamber of Commerce, 13*th August* 1889.

The Collector of Land Revenue, Customs and Opium, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. 6016-C of the 29th ultimo, with enclosure, and to say that the correspondence has been circulated for the information of firms in Bombay doing business in kerosine oil.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 6145-C of 1889.

Bombay Custom House, 1*st August* 1889.

From J. K. Spence, Esq., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honor to forward herewith copies of letters that have passed between myself and the Commissioner of Customs with regard to the accompanying label, and shall be exceedingly obliged if I can be favoured with the views of the Chamber as to any means that can be employed to counteract the evation of the Act. The Act (section 10) empowers me to deal with goods that have any false trade description applied to them or with foreign made goods that do not bear an indication of origin to accompany the name of any British or British-Indian trader in every language in which that name appears. False trade descriptions in paper are generally with relation to weight though many dealers in Bombay have given information to the effect that there is no reason why absolutely correct weight should not be supplied. You will see from the label that the size and weight have been left blank so that the dealer may stamp in anything he pleases. The indication of origin in four languages (English, Marathi, Gujerati, and Urdu) is also wanting.

Though I can stop such labels passing through the Custom House, they could be imported by post or made in any quantity in Bombay, and it would certainly be no part of the duty of the Customs Department to go through the bazaar prosecuting such cases as were met with.—I have, &c.,

J. K. SPENCE,

Collector of Land Revenue, Customs and Opium.

No. 5936-C of 1889.

Bombay Custom House, 26*th July* 1889.

From J. K. Spence, Esq., Collector of Land Revenue, Customs and Opium, to the Commissioner of Customs, Salt, Opium and Abkari.

Sir,—I have the honor to forward herewith a label to show you how easily the provisions of Section 10 (*i e.*,) of the Merchandise Marks Act can be evaded and practically made a dead letter. Importers have at last learnt that they cannot import foreign goods bearing their names in several languages without a corresponding indication of origin in each of the languages. To defeat this they will in future import foreign goods without any name or mark whatever and will apply their old labels to the goods after they reach their shops in Bombay. It is evidently with this object that a packet of the labels, of which one is forwarded for your inspection, has been imported. You will see that the size and weight have been left blank with a view to being filled in with a stamp as may be necessary. These labels are foreign made and the definition of "goods" in the Merchandise Marks Act is so wide "anything which is the subject of trade or manufacture" that it will cover them, and I shall

be able to apply the provisions of section 10 (*i.e.*,) but this will be of little use. It will stop the importation of such labels, but they can be produced in any number in Bombay at very little greater expense than on the Continent.—I have, &c.,

J. K. SPENCE,
Collector of Land Revenue, Customs and Opium.

No. 4314 OF 1889.

POONA, 30*th July* 1889.

To J. K. SPENCE, Esq., Collector of Land Revenue, Customs and Opium, Bombay.

SIR,—In returning the accompaniment to your No. 5936-C dated 25th instant, I have the honor to state that it will be as well at all events to confiscate all importations of such labels as you may detect, so that the foreign producers of them may not be benefited.

2. But of course the real question is whether it is possible so to amend the particular provision of the Act, that it cannot be evaded, and as it is in the interests of honest traders, that no such evasion as you describe should be possible, I shall be obliged if you will consult the Chamber of Commerce, or the Trades Association, if the latter still exists, as to what, in their opinion, would be the best way to remedy the defect pointed out by you.—I have, &c.,

T. D. MACKENZIE,
Ag. Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMECE, 9*th August* 1889.

J. K. SPENCE, Esq., Collector of Land Revenue, Customs and Opium, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 6145-C of 1st instant, covering copies of correspondence with the Commissioner of Customs regarding a packet of paper labels, respecting the importation of which, for the purpose of evading the Merchandise Marks Act, you request the views of the Chamber.

2. The probability of such attempts being made to evade the law did not escape the notice of the Chamber when the Act was first under discussion, but then, as now, the Committee were unable to suggest any provision in the enactment which would render the false stamping or ticketing of goods after their importation absolutely impracticable.

In the opinion of my Committee, the only practical means of checking the fraud lies in the prosecution of the

offenders, and they would suggest that Government issue instructions to the public prosecutor to take up all cases brought to his notice by respectable persons who can produce clear evidence as to the facts. The natural anxiety of legitimate traders to defeat dishonest competition would thus be made an effective instrument for enforcing the provisions of the Act, and the mere fact that it would at all times be in the hands of competitors to at once put the law in motion would of itself be the best possible deterrent influence.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 637 of 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *9th August* 1889.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—I this afternoon wired to you as follows :—

"Difficulties as regards large quantities of unstamped goods arrived and arriving having arisen this Chamber has to-day wired Government of India as follows :—

"Chamber of Commerce urgently requests Government to postpone operation of Clause 2 of Section 10, Act IV. 1889, relating to stamping of Piece-Goods for at least three months. This portion of Act not properly understood in England and on Continent. Large quantities of goods are now arriving and ticketed not stamped in accordance with law which Collector of Customs is unable to pass causing heavy loss to many importers. The postponement of operation of above Clause is earnestly desired by trade generally." My Committee beg to request co-operation of Bombay Chamber.—Yours faithfully,

S. E. J. CLARKE, Secretary.

No. 651 of 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *15th August* 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—In continuation of my letter No. 637 of 1889 of 9th instant, I this day by direction of my Committee sent you the following telegraphic message :—

In continuation of this Chamber's telegram of 9th instant, Committee request you to inform your Committee Madras and Rangoon Chambers wire their support.—Yours faithfully,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 16*th August* 1889.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I have the honor to acknowledge the receipt of your telegram and letter of the 9th instant, and your further message of the 15th idem, asking for the support of this Chamber in soliciting Government to postpone the operation of Clause 2 of Section 10 of the Merchandise Marks Act relating to the stamping of picce goods.

In reply, my Committee direct me to say, that no complaints having reached this Chamber respecting any difficulties with unstamped goods, they do not see that they would be justified in making any representation of the character you suggest. If any difficulties had arisen, the Committee would gladly have supported your action; but owing, doubtless, to the precautionary measures they adopted of telegraphing to the Manchester Chamber of Commerce, warning the trade that the stamping of piece goods to arrive in India after 1st August was imperative, there has been no trouble in the Bombay Custom House in connection with the section of the Act in question.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 670 OF 1880.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 21*st August*, 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I yesterday afternoon wired to you as follows:—

"This Chamber has this day wired Government of India:—'The Committee of this Chamber solicit an early reply to telegram of ninth and suggest the Collector may in the meantime be instructed to admit goods not stamped according to the Act.'"—Yours faithfully,

S. E. J. CLARKE, Secretary.

No. 662 OF 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 19*th August* 1889.

To JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I am desired by the Committee of this Chamber to hand you the enclosed circular.—Yours faithfully,

S. E. J. CLARKE, Secretary.

CIRCULAR No. 133 OF 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *16th August* 1889:

TO ALL MEMBERS OF THE CHAMBER.

DEAR SIRS,—In circulating for the information of Members of the Chamber copy of the Chamber's letter to Government on the present difficulty as regards goods arrived or to arrive but not stamped in accordance with the provisions of the Indian Merchandise Marks Act (IV of 1889), the Committee are in a position, through the courtesy of the Collector of Sea Customs, to place Members in possession of the opinion of the Advocate-General, Bengal, as to the character of the prohibition under the Act.

Sir Charles Paul holds that the importation of goods not stamped as the Act directs, is absolutely prohibited.

That a fine, either reasonable or nominal, is in substitution of confiscation of the goods, but does not do away with the prohibition against their admission into British India.

That under certain circumstances the fine may be excused and only the prohibition enforced.

And lastly that the Government cannot by an executive order permit of the admission of such goods.

This last clause of the opinion is tantamount to saying that an Amending Act will be required to extend the time for the full coming into operation of the Act (Section 19), and in asking for a delay of three months, this is the course which the Committee thought the Government of India would follow.

Should the concession sought for be granted, the Committee feel that future complaint against the working of Clause 2 of Section 10 of the Act would be out of place.—Yours faithfully,

S. E. J. CLARKE, Secretary.

No. 640 OF 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *9th August* 1889.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to A. P. MACDONNELL, Esq., C.S., Secretary to the Government of India, Home Department.

SIR,—Under instructions from the Committee of the Chamber of Commerce, I this day sent you the following telegram :—

"Chamber of Commerce urgently requests Government to postpone operation of Clause 2 of Section 10 Act IV., 1889, relating to stamping of Piece Goods for at least three months. This portion of Act not properly understood in England and on Continent. Large quantities of goods are now arriving and ticketed not stamped in accordance with law which Collector of Customs is unable to pass causing heavy loss to many importers. The postponement of operation of above clause is earnestly desired by trade generally."

In support of the statement that Act IV of 1889, the Indian Merchandise Marks Act, is not understood in England, I am instructed in this place to give an extract from a letter from the Secretary of the Chamber of Commerce, Manchester, received by the Mail, which was delivered in Calcutta on August 6th :—

MANCHESTER, 18*th July* 1889.

"I shall feel greatly obliged if you will kindly forward for the use of this Chamber twelve copies of the Indian Merchandise Marks Act, 1889, the cost I will remit to you on learning the amount from you. At present we have only one copy which we owe to your courtesy and on applying at the India Office some weeks ago for further copies we were unable to obtain them, there being then only one copy in the possession of that office."

The state of things here indicated as regards the Manchester Chamber shows that sufficient means were not available to ascertain the character, scope and obligations of the Indian Merchandise Marks Act, and that its provisions are not yet generally understood on the part of the manufacturers and shippers of the United Kingdom. The case is stronger when the trade with such countries as France, Germany and Switzerland is considered. The Committee of the Chamber are in a position to state that a very considerable correspondence is yet in progress between Continental manufacturers and their constituents in Calcutta as to the meaning and scope of the provisions of the Act.

The Committee would also beg to point out that the goods which have already reached Calcutta, present to importers a very formidable difficulty. In any case, it would not be easy to stamp in Calcutta the length on piece goods. But when this operation has to be performed on many thousands of pieces of different classes of goods of varying lengths, it may be accepted that it would be almost an impossibility for importers to satisfy the requirements of the Act. The matter too is complicated by the injurious effect which the opening and stamping of the goods would have upon their selling value.

As the Act is not a Revenue measure, but an enactment for the protection of trade, the Committee feel assured it cannot be the wish of Government that it should be so worked as to cause importers harassment and heavy loss. They are satisfied, the Act is not understood amongst English and European Manufacturers, and that the limit of time for its full operation fixed by Section 19, was not sufficient.

As communications on the subject will have to be made to various European countries, and to the United States, as well as to the United Kingdom, the Committee have ventured to suggest that as regards the stamping of lengths on imported goods, the operation of the Act should be postponed for at least three months.—I have, &c.,

S. E. J. CLARKE, Secretary.

OPINION.

The importation of the goods under notice is absolutely prohibited and the Collector should, on no account, let them into British India.

The Government Solicitor's views are practically correct. If the Collector should be disposed to take action in the matter on the ground there has been an attempt to import these goods, under Section 183 he may inflict either a nominal or reasonable fine as circumstances may render necessary. The effect of this would only be to save the goods from seizure and confiscation, but not to admit them into British India.

If the Collector is satisfied that the arrival after 1st August 1889, is the result of unforeseen circumstances, the best course for him to follow is to refuse to allow the entry of these goods. I do not see how any application to the Government to admit these goods can be successful in the face of an express statutory prohibition.

G. C. PAUL.

10*th August* 1889.

No. 689 OF 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 23*rd August* 1889.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—I have to-day wired to you as follows :—

"Karachi Chamber, dated 22nd, wires that they have sent Government India following message :—'Karachi Chamber of Commerce requests Government to suspend operation of Clause 2, Section 10, Act IV 1889, for three months, to admit of trade accommodating itself to requirements in regard to stamping and to receive suggestions regarding permission to ticket such goods as stamping will depreciate.'"—Yours faithfully,

S. E. J. CLARKE, Secretary.

No. 704 OF 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 28*th August* 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I yesterday evening wired to you as follows :—

"Following telegram sent to Government of India, Home Department to-day :—'Referring to this Chamber's telegrams and letters of ninth and twenty-first instants, the Committee at their meeting to-day finding themselves in no position to give an answer to repeated enquiries of the Mercantile Community respectfully represent the necessity for immediate action on the part of Government and solicit a reply.'"—Yours faithfully,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, *27th August* 1889.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 662 of the 19th instant, and telegrams of 20th and 23rd idem, all bearing upon the action which your Committee have taken in requesting the Government of India to suspend, for 3 months, that portion of the Merchandise Marks Act which renders compulsory the stamping of Piece Goods imported into India after 1st August. While extremely anxious at all times to work in harmony with and support the action of your Chamber, I am directed to say that my Committee, for the reasons I had the honor to state in my letter of the 16th instant, are unable to find justification for so doing in this instance. The trade had 5 months, after the passing of the Act, within which to make arrangements for stamping goods, and so far as Bombay is concerned, no difficulty has yet arisen, nor seems likely to arise, importers here having taken timely precaution to comply with the requirements of the law.—Yours, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *27th August* 1889.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—I have the honor to confirm the following telegram which, by the direction of the Committee of this Chamber, I despatched to your address on the 21st instant:—

"Under Government Resolution just issued, Grey Yarns must average 840 yards length, described count not to be more or less than 5 per cent. of actual count, and knots to correspond with described counts. Goods, Manchester scale adopted."—I am, &c.,

JOHN MARSHALL, Secretary.

MANCHESTER CHAMBER OF COMMERCE, *23rd August* 1889.

JOHN MARSHALL, Esq., Chamber of Commerce, Bombay.

DEAR SIR,—I thank you for a telegram received from you on Wednesday afternoon, the 21st instant, in the following terms :—

> "Under Government resolution just issued Grey Yarns must average 840 yards length. Described count not to be more or less than 5 per cent. of actual count, and knots to correspond with described counts. Goods, Manchester scale adopted."

The intelligence you have thus been so good as to convey has been communicated to the Manchester papers, and was published yesterday for the information of merchants and others interested in the trade with India.

No opinion has yet been arrived at here respecting the limits of permissible deviation in the case of yarns from the described counts, pending the receipt of a decision on the part of the United Cotton Spinners' Association as to the inevitable deviations from true counts and make up in spinning and reeling yarn.—Yours faithfully,

ELIJAH HELM, Secretary.

BOMBAY CHAMBER OF COMMERCE, *4th October* 1889.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to confirm the following telegram despatched to your address yesterday :—

> "Impress on members your Chamber absolute necessity shipping no yarn to India of which hanks average under 840 yards. Otherwise Customs will confiscate."

My Committee consider it desirable to bring to the notice of your Chamber the imperative necessity which exists for observing the rules of the Government of India, under the Merchandise Marks Act, regarding the length of hanks of yarn, as from information which has come to their knowledge through members of the Committee, they have reason to believe that the importance of reeling all yarns for shipment to India on an average of 840 yards to the hank is not yet thoroughly appreciated by spinners and yarn agents on your side. So far, this Chamber has refrained from drawing the attention of the Customs authorities to the matter, but it is perfectly evident to them that if honest traders are to be protected, it will be necessary to

do so at an early date. They have accordingly directed me to address you representing the importance of complying with the Act, and they would ask you to lose no time in informing all interested in the trade of the certainty that the terms of the Act will be rigidly enforced.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 813 of 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 28*th September* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Committee of this Chamber instruct me to hand you copy of a letter they have addressed to Government on the subject of stamping on imported goods under Clause *(e)*, Section 10 of Act IV of 1889, The Indian Merchandise Marks Act, of the name of the *place* as well as the *country* of manufacture.

The Committee trust that the Bombay Chamber of Commerce may be able to support the representation of this Chamber.—Yours faithfully,

S. E. J. CLARKE, Secretary.

No. 807 of 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 27*th September* 1889.

From S. E. J. CLARKE, Esq., Secretary Bengal Chamber of Commerce, to the SECRETARY, Government of Bengal, General Department.

SIR,—The Committee of the Chamber of Commerce instruct me to acknowledge your office No. 1804, dated 23rd instant, giving cover to extracts from the Officiating Secretary to the Government of India, No. 1545 of 29th August, to the address of the Chief Secretary to the Government of Bombay. That communication deals with the case of goods imported from a country other than the United Kingdom bearing a stamp which did not indicate the name of the "place" (clause *e*, Section 10-Act IV of 1889) where the goods were made.

As the matter is of moment to importers, the Committee have circulated copies of your office docket and its enclosure to the members of the Chamber.

With reference to the orders conveyed in paragraph 4 of Mr. C. J. Lyall's letter, I am to point out that serious exception is taken to the provision which makes it imperative that "the place of manufacture," as well as "the country in which it is situated should be clearly indicated in the case of goods of foreign manufacture brought into India."

The Committee intended to address Government on this point, but refrained in order to obtain further experience of the working of the Act, and postponed dealing with the question until the assembling of the Council in Calcutta in the cold weather. The orders of the Government of India, however, will probably give rise to considerable inconvenience if not indeed friction. Merchants and traders object that to give the name of the "place" as well as the "country of manufacture" is to impose upon trade an obligation which is not necessary for the purposes, or the carrying into effect of the spirit of the Act, and which causes those concerned to disclose a detail of their business in a way which may make the disclosure a distinct disadvantage. The Committee agree with this view and are of opinion that, if goods bear the name of "the country of manufacture" that is all that can reasonably be demanded.

I am to suggest that pending the consideration of the suggestion now put forward the orders under notice may be so modified as not to make it imperative upon the Indian Customs authorities to enforce the provisions of the Act against goods not bearing the name of the "*place*" of manufacture.—I have, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER of COMMERCE, 11*th October* 1889.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—I have the honor to acknowledge the receipt of your letter No. 813 of 28th ultimo, covering a copy of a representation you have made to the Government of Bengal with respect to Clause (*e*) Section 10, of the Indian Merchandise Marks Act, which requires the place as well as the country of manufacture to be stamped on goods in certain cases.

In reply, I am directed by my Committee to wait upon you with a copy of a letter which this Chamber addressed to the Government of India on the subject so far back as 17th July 1889, in which they called special attention to the objectionable character of the clause in question; and I am further directed to add that, in their opinion, it would be better to delay bringing forward any fresh request for an amending Act, until a longer experience of the working of the existing Act has given time to all Chambers to decide upon what further suggestions, if any, they would desire to offer. It would then be possible to go forward with a general and comprehensive amending Act, should it be found necessary or desirable to do so.—I am, &c.,

JOHN MARSHALL, Secretary.

MANCHESTER CHAMBER OF COMMERCE, *4th October* 1889.

JOHN MARSHALL, Esq., SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I thank you for your telegram of yesterday's date, which read as follows:—"Impress on members your Chamber absolute necessity shipping no yarn to India of which the hanks average under 840 yards, otherwise Customs will confiscate."

Copies of the telegram were sent to the press, and it appears in the Manchester papers of to-day.—Yours faithfully,

ELIJAH HELM, Secretary.

GLASGOW, *9th October* 1889.

To the SECETARY of the CHAMBER of COMMERCE, Bombay.

SIR,—The undersigned yarn dyers and shippers in Glasgow, and its vicinity have had their attention called to a rule issued by the Government of India on 17th August, that all cotton yarns, including dyed twist, must average not less than 840 yards per hank. A telegram has also been received by the Manchester Chamber of Commerce from the Bombay Chamber of Commerce, dated 3rd October, intimating that the Indian Customs authorities will confiscate all Yarns averaging under 840 yards per hank.

We are all anxious to co-operate with Government in establishing every possible workable check on any fraudulent practices, but we desire to point out that all yarns must shrink in the dyeing as a natural result of the process. It is therefore impossible that the standard hank of 840 yards grey can measure the same length when dyed. The natural shrinkage is estimated at 5 per cent., and the utmost length that can be guaranteed by dyers from yarn tested to 840 yards grey is an average of 800 yards dyed.

In these circumstances we beg respectfully to request that your Chamber will petition Government to alter the rule as regards dyed yarn, and to instruct that an average of 800 yards is to be considered full length for hanks of dyed cotton yarns.—Yours respectfully,

ARCHIBALD ORR EWING & Co.,
JOHN ORR EWING & Co.,
WM. STIRLING & SONS,
T. P. MILLER & Co.,
per pro ALEX. REID & SONS.,
J. G. JOHNSON.,
WILLIAM TURNER & Co.,
DAVID MILLER & Co.,
per pro W. and R. GRAHAM & Co.,
T. MCCARTNEY FILGATE.,
JAMES FINLAY & Co.,
GEO. HANDASYDE DICK & Co.,
H. P. BUCHANAN & Co.,
per pro EDWARD MILLER & Co.,
R. M. DOWNIE,
BRITH STEVENSON & Co.,
N. D. MATHESON.

BOMBAY CHAMBER OF COMMERCE, *1st November* 1889.

Messrs. ARCHIBALD ORR EWING & Co. (and others), Glasgow.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letter of 9th ultimo, respecting the length of hanks of dyed yarns under the Merchandise Marks Act, which you consider should be fixed at an average of 800 instead of 840 yards, as required by the rules issued by the Government of India under the Act.

In reply, I am directed to say that the question is having the serious attention of the Committee of this Chamber who are naturally anxious that the least possible inconvenience should be incurred by legitimate traders desirous of complying with the provisions of the law, and at an early date you will be informed of the decision at which the Committee have arrived.

In the meantime, I am directed to point out to you that as the stamping of lengths or counts of yarns is not compulsory under the Act, shippers can easily protect themselves by seeing that dyed yarns are only stamped with the actual or approximate average lengths of the hank, whatever that may be.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *8th November* 1889.

Messrs. ARCHIBALD ORR EWING & Co. (and others), Glasgow.

DEAR SIRS,—In continuation of my letter of the 1st instant, I am directed to inform you that, my Committee having further considered the question of the length of hanks of dyed yarn, under the Merchandise Marks Act, have come to the conclusion that it is not desirable to recommend Government to make any alteration in the law without very good and sufficient reason being shown. They, therefore, solicit the favor of your informing them what the difficulties are against bringing out Turkey Red and coloured yarns to an average of 840 yards to the hank. On receiving this information, the Committee will again consider the matter in connection with such information as they may be able to obtain on this side, and whatever action they may decide to take they will take care to advise you of without delay.—I am, &c.,

JOHN MARSHALL, Secretary.

BARMEN, 21*st October* 1889.

To the SECRETARY of the CHAMBER of COMMERCE, Bombay.

We have been told that a rule has been issued by the high Imperial Government of India under the 17th August last, according to which cotton twists both grey and dyed must average not less than 840 yards per hank; and we perceive by a telegram from the Chamber of Commerce in Bombay to the Chamber of Commerce in Manchester, published in English papers, that the Custom Offices in India will confiscate all yarns averaging under 840 yards per hank.

We are anxious that by the verbal performance of this rule—provided the communications are founded—the Turkey-Red yarn houses of our districts, shipping Turkey-Red yarns to British India, may easily run into undeserved loss notwithstanding they are used to do their business in the fairest manner. We therefore feel induced to point to:

(1) that according to the practice hitherto existing in the trade of cotton twist, avowed by the Chamber of Commerce in Manchester, such yarns are tenderable and not to be refused by a fair buyer, the hanks of which show an underlength of less than 2 per cent.

(2) that the grey spinnings of Turkey-Red yarns, exported by shippers to India are altogether imported from Great Britain and that they are brought there according to the practice of commerce in Manchester.

(3) that all yarns are shrinking in the Turkey-Red dye-process and that a shrinkage of 3 to 5 per cent. in the length of the standard hank, compared with the length, when delivered grey, is to be ascertained, by which it results that the fairest shipper of Turkey-Red yarn, who is shipping the best yarn, may run the risk to offend against the Merchandise Marks Act. Turkey red yarns should not to be refused, if the average length of the hanks shows 800 yards.

We beg to submit these considerations to the most honorable Chamber of Commerce, and we venture by anticipations of soliciting your support, if the legal trade of our districts be compelled to apply for.—Yours, &c.,

F. H. VON EYNERN.

RANGOON CHAMBER OF COMMERCE, 4*th November* 1889.

The SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of this Chamber to enquire whether the Bombay Chamber would join this Chamber in a protest against Sub-Section (11) of Section 10 of Act No. IV of 1889, the Indian Merchandise Marks Act, which requires that the place and country of manufacture shall be indicated in letters as large and conspicuous as any letter in the name or trade mark, and in the same language and character as the name or trade mark.

This Chamber considers that it would meet the requirements of the Act if the country of manufacture were printed in distinct characters of a certain fixed size.—I remain, &c.,

F. STUART, Secretary.

BOMBAY, 14*th November* 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—We have to thank you for your favor of date with reference to our enquiry of this morning—also for copies of letters addressed by mails of 1st and 8th instant, to Messrs. Archd. Orr Ewing & Co., and other Glasgow dyers, on the subject of the length of hanks of dyed yarn under the Merchandise Marks Act.

We now enclose copy of letter received by us from Mr. F. Steiner and Co., Church, having special reference to the telegram forwarded by the Chamber of Commerce here to the Manchester Chamber of Commerce on 3rd ultimo (original letter handed in for your perusal this morning).

We observe from your letter to Messrs. Archd. Orr Ewing and Co., of 8th instant, that it has been considered unadvisable by your Committee to recommend Government to make any alteration in the law until the difficulties against bringing out dyed yarns to an average of 840 yards to the hank have been shown. We also observe that you have asked for information on this point.

We now beg, therefore, to draw your special attention to Para. 3 of Mr. F. Steiner and Co.'s letter in which we think the difficulties are clearly stated, viz., shrinkage, breakages, &c., in the process of dyeing.

We shall be obliged if you will take an early opportunity of laying this information before the Chamber, as also the opinion expressed that 5 per cent. would be a fair allowance for the losses sustained.

The proposal we have to put forward, therefore, is that for all Turkey Red and coloured yarns, the minimum length of hank shall be 800 *yards* on the average.—We are, &c.,

per pro KERR, TARRUCK & Co.,
J. ELLINGER.

CHURCH, LANCASHIRE, 24*th October* 1889.

Messrs. KERR, TARRUCK AND Co., Bombay.

DEAR SIRS,—The telegram which the Manchester Chamber of Commerce received from the Bombay Chamber on the 3rd instant, intimating that all *dyed* yarns not averaging 840 *yards* per hank would be confiscated by the Custom authorities, has turned the attention of all dyers in this country to the regulations on this point issued by the Government of India, dated Simla, 13th August 1889, No. 1118 IV.

2. Though we are aware that the dyers in the Glasgow district have already represented to the Chambers of Commerce in Bombay,

Calcutta, Madras, Rangoon, and Kurrachee, the necessity which exists for the adoption of a much shorter minimum average length than 840 *yards* per hank, we wish to do our share also, and therefore suggest that you immediately address your local Chamber of Commerce on our behalf.

3. Our reason for requesting that an alteration should be made in the regulations as applied to *dyed* yarn, is that the loss inseparable from the manipulation of the yarn in the process of dyeing, *i.e.*, shrinkage, breakages, &c., render it impossible for the dyer to turn out as long a hank as he receives from the spinner.

4. In our opinion 5 *per cent.* would be a fair allowance for these losses, but we consider that an average of 800 *yards* to the hank, after dyeing, is the most that a dyer could guarantee to give from yarn in the *grey* state measuring full 840 *yards*.

5. With these facts before them we trust that your Chamber of Commerce will submit a strong recommendation to the Government and succeed in inducing the authorities to amend the regulations so that while they check fraudulent practices they will place no undue restraint upon legitimate trade.—We are, &c.,

F. STEINER & Co.

BOMBAY CHAMBER OF COMMERCE, 15*th November* 1889.

Messrs. KERR, TARRUCK AND Co.

DEAR SIRS,—With reference to your enquiry of this morning, I am directed to hand you the accompanying copies of letters addressed by the Committee of this Chamber to yarn dyers and shippers in Glasgow, in reply to a communication received from them on the subject of the length of hanks of dyed yarn under the Merchandise Marks Act.—I am, &c.,

JOHN MARSHALL, Secretary.

KURRACHEE CHAMBER OF COMMERCE, 12*th November* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am requested by my Committee to acknowledge with thanks your letter of 1st August last, and to further enquire how your Chamber is acting with regard to the stamping lengths on towels, handkerchiefs, loonghies, velvets, silks, and such other goods as would be damaged by such marking.

I would also be glad to know what reply your Chamber has received from Government in answer to your representation of 5th June 1889.

My Committee also request me to address you with regard to the Tonnage Scale for Bones, as owners of steamers coming to Kurrachee

are taking exception to the present scale as they say it is a most unfair one to the ship. I shall feel obliged if you will inform me if you have had any complaints about it in Bombay.—I am, &c.,

STEPHEN WM. ANDERSON, Secretary.

BOMBAY CHAMBER OF COMMERCE, *20th November* 1889.

The SECRETARY, CHAMBER of COMMERCE, Kurrachee.

DEAR SIR,—I have the honor to acknowledge the receipt of your letter of the 12th instant. With reference to your enquiry respecting the stamping of lengths on various goods, I am directed to point out to you that this Chamber takes no official action whatever under the Merchandise Marks Act, the matter lying simply between importers and the Custom House. On towels and handkerchiefs, which are not sold by length, the Bombay Custom House authorities do not require measurements to be stamped, but "loonghies" have to be stamped in the same way as ordinary piece-goods. On velvets and silks, which are sold by the piece, purporting to be of a certain length, the Custom House consider the stamping of lengths compulsory, and importers here appear to have no difficulty whatever in complying with the official requirements. I send you herewith samples showing the manner in which this stamping is done, and importers state that they do not find this mode of stamping deteriorates the goods for sale in any way.

As regards the representation which this Chamber made to Government on 5th June last, I am directed by the Committee to hand you herewith a copy of the reply received, and to say that the slight initial obstruction which the Chamber then found fault with has since entirely disappeared, and the Merchandise Marks Act now works in Bombay with little or no friction.

On the subject of the tonnage sale for "Bones," I would point out to you that the Bombay scale only lays down the weight per ton, for "Bone Meal" and "Bone Dust." Crushed and loose Bones, owing to the difficulty in ascertaining the actual measurements—which necessarily depend upon the extent to which the bones have been broken—are omitted from the scale and have, therefore, to be a matter of arrangement between the shippers and the ship.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *27th November* 1889.

The SECRETARY, CHAMBER of COMMERCE, Barmen.

DEAR SIR,—I am directed to acknowledge the receipt of of your letter of the 21st ultimo, and, in reply, to forward for the information of your Chamber, the accompanying copies of letters addressed by my Committee to Glasgow dyers in reply to a representation made by them respecting the length of hanks of dyed yarn under the Merchandise Marks Act, and to say that so soon as the Committee have come to a decision as to the action, if any, to be taken in the matter, they will again address you.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *27th November* 1889.

The SECRETARY, CHAMBER of COMMERCE, Rangoon.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 4th instant, in which you enquire whether the Bombay Chamber of Commerce would join your Chamber in a protest against that portion of the Merchandise Marks Act which requires that the place as well as the country of manufacture should be shown in the stamping.

In reply, I am directed to say that this Chamber, so far back as 17th July 1889, called the special attention of Government to the clause in question, but in the opinion of my Committee it would be better to delay bringing forward any suggestions for an amending Act until a longer experience of the working of the existing enactment had given time to all Chambers of Commerce to decide upon what further changes, if any, they would desire to advocate. It would then be possible to go forward with a general and comprehensive amending Act, should it be found necessary or desirable to do so.— I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX C.

OBSTRUCTION TO IMPORTERS UNDER THE MERCHANDISE MARKS ACT.

BOMBAY CHAMBER OF COMMERCE, *5th June* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to solicit the attention of Government to the inconvenience to trade which is being created by the Custom House authorities through a strict interpretation and observance of the Merchandise Marks Act.

2. In several instances which have come to the knowledge of the Committee, the Collector of Customs, by a rigid adherence to the letter rather than the spirit of the Act, has caused serious loss and inconvenience to importers of goods, and to avoid this my Committee venture to suggest that the Custom House officials should be directed to exercise a reasonable discretion in their interpretation of the law.

3. A special Committee of the Chamber has been appointed to discuss, in detail, the various instances in which it is considered latitude ought to be at least temporarily allowed in the matter of stamping and marking; and pending the result of their discussion, the Committee of this Chamber would esteem it a favor if Government would instruct the Collector of Customs to deal at his discretion with any special cases which may come before him, and which, to his judgment, show that no fraud is intended to be or can be perpetrated by passing goods as landed at the Bunders.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *14th June* 1889.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to hand you, for your information, the accom-

panying copy of a letter which they have addressed to the Government of India, with respect to the difficulties which are being experienced in passing goods through the Bombay Custom House owing to what is generally considered a somewhat strict interpretation of the Merchandise Marks Act.

I am to add that a Special Committee is now sitting to discuss the various points on which they consider Custom House officials ought to be empowered with certain latitude in regard to marks and descriptions of goods; and in the meantime the Committee of the Chamber trust that in all cases where it is evident there is no intention to defraud, the Custom House officials will relax the law as far as their power and authority permit.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2971.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

SIMLA, 14*th June* 1889.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter dated the 5th instant, and to state that it has been transmitted to the Government of Bombay with the letter of which copy is enclosed for the information of the Chamber.

2. I am to add that the Government of India will await the suggestions which the Chamber proposes to make in regard to the latitude that ought to be allowed in the matter of stamping and marking of goods.—I have, &c.,

J. E. O'CONOR,
Asst. Secy. to the Government of India.

No. 2970.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

SIMLA, 14*th June* 1889.

To the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward copy of a letter received from the Bombay Chamber of Commerce complaining of the action of the Customs authorities in the working of the Merchandise Marks Act.

2. His Excellency the Governor in Council will doubtless give due attention to the Chamber's representation, and the Government of India only desires to suggest that the proceedings of the Customs authorities under this Act may be regulated, like their proceedings under the Customs Act, with as much regard for the convenience of the public as is consistent with the execution of the law.—I have, &c.,

J. E. O'CONOR,
Asst. Secy. to the Government of India.

No. 4593 C. of 1889.

Bombay Custom House, 15*th June* 1889.

From J. K. Spence, Esq., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honour to acknowledge receipt of your letter of 14th instant, fowarding copy of the letter addressed by the Chamber to the Government of India regarding what it considers a too strict interpretation of the letter of the Merchandise Marks Act. If the matter should be referred to me for report I will state my views, and in the meantime I will exercise as much latitude as I consider the law empowers me to, but I can hardly be guided by anything else than the obvious meaning of the letter of the Act.—I have, &c.,

J. K. SPENCE,
Collector of Land Revenue, Customs and Opium.

Bombay Chamber of Commerce, 17*th July* 1889.

The Secretary to the Government of India, Department of Finance and Commerce, Simla.

Sir,—In continuation of my letter of 5th ultimo, I am now directed to wait upon you, for the information of Government, with a copy of the report of the Special Committee appointed by the Chamber to consider instances in which importers had, as they believed, experienced unnecessary obstruction from the Bombay Custom House officials in passing goods under the Merchandise Marks Act.

2. The Committee of the Chamber quite agree with the Special Committee that while considerable allowances must be made for the difficult task the Customs officials had to deal with in the first introduction of the Act, the cases quoted—which are only representative of a large number

of a similar character brought to their notice—show that the provisions of the Act had, in these instances at least, been enforced with more regard to the letter than the meaning of the law.

3. My Committee are glad to find, however, presumably owing to instructions issued to the Custom House authorities by Government, that the working of the Act has recently been attended with much less friction, and they feel hopeful that the measure will henceforward be found to operate in the direction desired without obstruction to legitimate trade.—I have, &c.,

JOHN MARSHALL, Secretary.

REPORT OF THE SPECIAL COMMITTEE APPOINTED TO CONSIDER AND REPORT UPON THE FRICTION WHICH HAS ARISEN BETWEEN IMPORTERS AND THE CUSTOM HOUSE AUTHORITIES IN THE WORKING OF THE MERCHANDISE MARKS ACT, No. IV, of 1889.

The Special Committee nominated consisted of:—

The Hon'ble F. FORBES ADAM, C.I.E., *Chairman*, (Messrs W. & A. Graham & Co.)
E. MILLER, Esq., (Messrs. C. Macdonald & Co.)
A. DURST, Esq., (Messrs. Durst & Co.)
A. ABERCROMBIE, Esq., (Messrs. Latham, Abercrombie & Co.)
G. McLAREN, Esq., (Messrs. Owen & Okell.)
M. F. REID, Esq., (The Bombay Co., Ld.)
L. AEPPLI, Esq., (Messrs. Volkart Brothers.)

Mr. Durst declined to act, but as he at the same time favored the Committee with his views in writing at some length citing various instances in which he considered the Custom House officials had interpreted the Act with undue strictness, it was not deemed necessary to appoint any one in his place.

The Committee held two meetings in the rooms of the Chamber on the 14th and 21st June respectively. At the former it was decided that while steps should be taken to intimate to the public that the Committee would be prepared to examine and report upon instances of undue severity in the administration of the Act experienced by others than members of the Chamber, no case would be taken up unless it was verified on the part of the importers by a full and satisfactory disclosure of all the circumstances connected with it, and, if possible, accompanied by samples of the tickets or markings objected to by the authorities.

Before proceeding to consider and deal with such specific cases as the Committee had before them, a preliminary discussion took place regarding the scope and requirements of certain sections of the Act, and it was unanimously conceded that in any representation which the Committee of the Chamber might see fit to make to Government it would be necessary to acknowledge that, in the absence of any special provisions for the exercise of discretion, the initial administration of the new law could not fail to be attended with serious difficulties to the Custom House authorities. To importers moreover who had so long been accustomed to conduct their business practically untrammeled by official formalities, the requirements of the Act in their first application were necessarily felt extremely irksome, and there could be no doubt that the greater part, if not the whole of the friction which had arisen might have been avoided if a longer time had been allowed after passing the Act, say three or four months (as in the case of the compulsory stamping of piece-goods) before rendering its provisions imperative.

The first case submitted to the notice of the Committee was by Messrs. C. Macdonald and Co., who produced a sample of felt cloth, bearing the name of that firm in Guzerathi, in letters two-and-a-half inches in length, and a label, "Manufactured in Germany," in quarter inch letters. Under section 10, (ii,) of the Act, the Collector held that the label was insufficient and that the words should be in Guzerathi characters of the same size as the firm's name. To have complied with this would have meant spoiling about quarter-of-a-yard of cloth in each piece, and, in preference it was arranged to cut off the ends of all the pieces, thus sacrificing about one-third of a yard. In this instance the words "Manufactured in Germany" were sufficiently prominent to preclude any possibility of fraud being intended, and the Committee consider that in passing the goods no violation of the spirit of the Act would have been sanctioned.

Messrs. Volkart Brothers brought to notice two instances in which they had been fined and the passing of their goods through the Custom House seriously delayed owing to non-compliance with the literal meaning of the same section. One, a parcel of silk bearing a fancy ticket with the words "Volkart

Brothers, Bombay," in English, Guzerathi and Marathi, had also clearly marked in English "Made in France"; but it was decided that this declaration should appear also in Guzerathi and Marathi, and the tickets on every piece had to be so stamped before the goods were finally passed. The second case instanced by this firm was a lot of paper to which the objections were that the words "Made in Austria" were not stamped in the same size of letters as the name of the native indentor, and, further, that they should also appear in Guzerathi, Marathi and Persian characters, as the name was on the ticket in these languages. In both of these cases, the departures from the requirements of the law were, from an ordinary point of view, quite insignificant and did not justify either the infliction of fines or the loss caused by the delay in clearing the shipments.

Messrs. Owen and Okell produced a brass-plate which they had previously been in the habit of affixing on packages of "Red Lead" imported by them. It bore their name in embossed letters in Guzerathi and Arabic, and "Made in Germany" in English. An order had been sent home in the usual way before the Act came into force, and it would have been impossible for them to have got the type made in time to have had "Made in Germany" embossed in the same manner in the two native languages. To meet the objection raised by the Custom House officials, the Guzerathi and Arabic lettering had to be removed from each plate with hammer and chisel.

Messrs. Meiffre, Neveu and Company, through a member of the Special Committee, submitted samples of 2 cases children's playing cards and 25 cases playing cards imported by them. The former were made up in packages containing 4 dozen smaller packets, each of which contained 6 packs of cards, and the latter in packages containing 3 smaller packets, each containing 6 packs of cards. To comply with the orders of the Collector the importers had to stamp "Made in Austria" on the children's cards with one stamp on each of the large packages, two stamps on each small packet, and two stamps on each pack; and on the playing cards one stamp on each of the large packages, one stamp on each

small packet, and two stamps on each pack of cards. The stamps to match the lettering in each instance had to be of three sizes and 73,650 stamps had to be affixed, and it took the time of 18 people three weeks to do the work, besides depreciating the goods in value 25 to 30 per cent. There can be little doubt, in the opinion of the Committee, that it would have been sufficient for all practical purposes to have insisted—in the first case of the kind at all events—on the larger packets only being stamped. By this means the deterioration of the goods would have been avoided and a very large portion of the delay and trouble saved.

Messrs. F. Fischer & Company cited several instances in which they felt aggrieved at the manner in which they had been treated by the authorities. In two of these cases the Committee consider uncalled for strictness had been enforced. The first was an importation of "Ultramarine Blue" indented for in November 1888, before the Act had been passed. A portion of the order arrived in February, and, of course, could not be objected to. The remainder came in April, and the Collector decided that the words "Manufactured abroad for F. Fischer and Co." did not constitute a sufficient compliance with the Act, and required "Made in Belgium" to be stamped on each of the 12,000 small packets, charging three fines of Rs. 10 each, as three separate indentors were concerned in the one shipment. The goods were further detained ten days. Looking to the circumstances of the case, it seems evident that a warning that in future the exact letter of the law would be exacted would have met all requirements and have prevented a repetition of the offence. The other instance given by Messrs. F. Fischer & Co. shows, in the opinion of the Committee, that the Collector had unnecessarily stretched his authority in dealing with the importers. A parcel of cutlery was imported by them from Liverpool, and to pass it the original invoice of the makers—a well-known firm in Sheffield—was produced. Not satisfied with this, although there was nothing whatever about the goods to indicate foreign origin, the Collector called upon Messrs. Fischer & Co. to produce their private correspondence with the makers, and only passed the shipment on their so doing. In

most cases as business between Bombay and England is transacted, it would be impossible to comply with such a requirement, and the Special Committee cannot but consider the action of the Collector as a most objectionable and uncalled for straining of his authority.

The Special Committee consider that in the whole of the cases quoted—and they are selected from a large number precisely similar which have been brought to their notice—the Collector of Customs has, by a rigid adherence to the letter rather than the spirit of the Act, caused an amount of delay, expense and trouble to importers which the exercise of a very slight discretion would have avoided; and if the Collector is not empowered to exercise such discretion, they consider that Government should extend the requisite latitude until the trade—as it doubtless will—has had sufficient time to accommodate itself to the requirements of the Act. One point in the provisions of the Act which none of the above cases elicit—the Collector so far not having insisted on a strict compliance with it—the Committee deem of considerable importance. That is, that in section 10 (ii.) it is required that the place of manufacture as well as the country in which it is situated must be conspicuously indicated on all goods of foreign manufacture bearing the name or trade-mark of any person who is a manufacturer, trader or dealer in the United Kingdom or British India. Should this requirement hereafter be strictly enforced, it would unquestionably entail a decided hardship on some importers by compelling them to publish to their trade competitors the origin of their goods which it might be of the utmost importance to them should not be disclosed. So long as this provision is not put in force no harm is done, and there is no necessity to raise the question by discussing it; but in event of it ultimately being found necessary to approach Government for an amendment of the Act, the Committee consider this a provision which the Chamber might well ask should be eliminated.

F. FORBES ADAM, *Chairman.*
A. ABERCROMBIE.
E. MILLER.
G. McLAREN.
M. F. REID.
L. AEPPLI.

No. 3884.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

SIMLA, 27*th July*, 1889.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 17th, instant, forwarding copy of a report by the Special Committee convened by the Chamber to consider complaints made by importers in connection with the administration of the Merchandise Marks Act by the Customs Officials, and to express the satisfaction of the Governor-General in Council that the friction of which complaint was made in your letter of 5th June last has now diminished.—I have, &c.,

J. E. O'CONOR,

Asst. Secy. to the Government of India.

APPENDIX D.

ALLEGED CUSTOM HOUSE OBSTRUCTION.

BOMBAY, 18*th July* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg leave to bring the following case before your notice and would ask you to represent it to the proper authorities.

In February last we received from Antwerp per s.s. "Drachenfels," 100 Drums Methylated Spirits of Wine, which the Government Analyst, Dr. Lyon, pronounced as not having been rendered permanently and effectively unfit for human consumption, and consequently the Customs Authorities refused to pass on payment of the usual duty for Methylated Spirits. We wrote our Home friends, and in reply they sent us a declaration made by the manufacturer before the British Consul that "the spirit was composed of 9 parts spirit and 1 part Wood Naphtha." This mixture according to law is sufficient to render the spirit permanently and effectively unfit for human consumption. This declaration we sent to the Acting Commissioner of Customs, but it was not sufficient evidence in his mind that the Government Analyser's decision was not correct. We thereupon had a sample drawn and laid before a third party, Messrs. Kemp and Co., with a request that they would test it and advise us if the spirit had been rendered permanently and effectively unfit for human consumption. Their reply was that in their opinion it had been so rendered. Their letter we sent to the Acting Customs Commissioner and pointed out to him that the manufacturer's declaration taken together with Messrs. Kemp and Co.'s decision was conclusive proof that the goods were as they should be. The Acting Commissioner of Customs replied to this to the effect that the Government Analyst having in the first place given his opinion against the goods the fact of a practical Analytical Chemist having confirmed the maker's declaration was no ground upon which he could allow us to take delivery. We then asked (letter dated 8th June) that at least instructions might be given to the Assistant Collector of Customs to have a further sample drawn and referred to the then Government Analyst, Dr. Barry (Dr. Lyon having in the meantime gone home), as it was possible that Dr. Lyon could have made a mistake. Receiving no reply to this letter we addressed another on 27th June and again we wrote on the 17th instant, to none of which letters have we received reply.

Now we would ask you if it is right that in a case of this sort where we can bring forward such good proof that the goods are perfectly in order that we must be made to suffer a heavy loss just because in the opinion of one Analyst the goods were not in order, and further is it acting in fairness to us when being able to show good reason for doubting the report given by Dr. Lyon we should not be allowed the benefit of an analysis by a second party, to say nothing of our letters being unreplied to while every day causes us increased loss.

As further evidence why the Analysis made by Dr. Lyon at this particular time (shortly before he went home) should be doubted we might mention that about the same time as above arrived we received also a shipment of the same article *from England* which he also reported as being insufficiently methylated. Now in England it is impossible that any deviation in the mixture can be made for the spirit and the Wood Naphtha are mixed and shipped under Excise inspection and the articles separately approved by Customs previous to mixing. On pointing this out to the Custom's Commissioner and producing a certificate from the Superintending Excise Officer this lot was allowed to be passed, not, however, before we had suffered a loss through the detention of Rs. 125 on goods for which we got £1-17-2 commission.

We might further mention that we have had other shipments from the same manufacturer as the "Drachenfels" parcel, and these after analysing have been passed.

If you can get the "Drachenfels" shipment passed by the Customs for us, or get a fresh analysis made of the quality we shall be obliged. Should the quality be then pronounced to be in order we think you will agree with us that we ought to be indemnified for the loss we have been put to on the two shipments.

Copies of the correspondence in connection with the within-named are enclosed.—We are, &c.,

OWEN AND OKELL.

COPIES OF CORRESPONDENCE.

BOMBAY, 14*th May* 1889.

To the COMMISSIONER of CUSTOMS.

SIR,—We have the honour to acknowledge receipt of your favour No. 2440 of 9th instant, and beg to thank you for the permission granted to us to take delivery of the Methylated Spirits *ex* s.s. "Lycia" on payment of the customary duty.

We would now beg that the same favour be extended to us in reference to 100 Drums which arrived a short time back per. s.s. "Drachenfels." In our previous correspondence addressed to your good self and to the Collector of Customs no mention was made of this lot as we had not received reply to our communication to our Home friends, and consequently were not in a position to bring forward any facts in support of our appeal. We have now however received from them the enclosed certificate signed in presence of the British Vice-Consul at Hamburg that the spirits are composed of 9 parts of spirit and 1 part of Wood Naphtha. Under these circumstances we would beg that we be allowed to take delivery of this lot also on payment of the customary duty for Methylated Spirits.

This is the last lot we have about which there is any dispute, and moreover our Home friends say that they will execute no more orders for this merchandise when they have to run such a risk as appears from our "Lycia" and "Drachenfels" shipments, and get a com-

mission of only 2 per cent. We have received scores of shipments in the last few years, but above two are the only ones the quality of which has been called into question. We would feel obliged if you would kindly advise us any means by which a like difficulty could be avoided in future. We could get a customs certificate with each shipment if that would be of any value.—We have, &c.,

OWEN AND OKELL.

BOMBAY, 5*th June* 1889.

To the ACTING COMMISSIONER of CUSTOMS, Bombay.

SIR,—We have the honour to acknowledge receipt of your favour No. 2881 of 28th ultimo, and note that as the certificate handed you in reference to the Methylated spirits *ex* "Drachenfels" was only a declaration by the manufacturer of the composition of the spirit it was therefore of no value in your consideration.

If we can prove that the spirit is not properly methylated we have ground upon which we can claim from the manufacturer for any loss or damages we may sustain.

In reply to our first letter stating that you refused to pass the parcel he sent us the declaration already sent to you, you however refused to pass thereon. In order therefore to have further proof that the spirit had not been sufficiently methylated we obtained yesterday a sample out of the shipment which we sent to Messrs. Kemp and Co. Enclosed we beg to hand you copy of our letter to them as well as theirs in reply, from the latter of which you will see that they state the spirit has been sufficiently methylated. If necessary we are prepared to swear on oath that these two letters are the only communications we have had with them on the subject and that the sample bottle handed to them was not opened from the time it left the head appraiser until opened by Messrs. Kemp and Co.

In view of Messrs. Kemp and Co.'s report we cannot make any claim upon the manufacturer, for what they state confirms the declaration made by him. We must therefore beg that you reconsider your decision and pass this shipment as a special instance.

We admit that the manufacturer's declaration taken by itself forms no valid ground why the shipment shall be passed, but this taken together with the opinion of an independent practical analytical chemist is conclusive proof that the spirit has been rendered as it should be.

If you do not feel justified in acting upon the sample drawn by us in presence of the appraiser we would suggest that a sample taken by one of your own officers be submitted to an independent analyst. The sample above referred to would have been left in the Custom's charge until received by Messrs. Kemp and Co. had the Assistant Collector permitted it, but with the "*Lycia*" shipment in reply to our request he declined to do so.—We have, &c.,

OWEN AND OKELL.

BOMBAY, *8th June* 1889.

To the ACTING COMMISSIONER of CUSTOMS, Poona.

SIR,—We have the honor to acknowledge receipt of your favour No. 3068 of 7th instant, in reference to the Methylated Spirits of wine *ex* "Drachenfels."

In reply, we beg leave to point out that it is possible for Dr. Lyon to have made a mistake, and supposing he has, to make us suffer a loss of some £30 in consequence is dealing with a hardship towards us which we know is not intended.

There are grounds for thinking that the spirits are in order when the manufacturer makes a solemn declaration that they are composed of nine parts spirit and one part Wood Naphtha, and Messrs. Kemp and Co. give it as their opinion that the spirit has been rendered permanently and effectively unfit for human consumption.

Under these circumstances we would ask you to at least instruct the Assistant Collector to have another sample drawn and referred by him to the present Government Analyst, and in fairness we would ask that no statement may be made to him as to the spirit having been previously tested.—We have, &c.,

OWEN AND OKELL.

BOMBAY, *27th June* 1889.

To the ACTING COMMISSIONER of CUSTOMS.

DEAR SIR,—Herein we beg leave to hand you copy of our letter dated 8th instant, to your good self and would feel obliged by a reply at your early convenience. Not only does every day add to the loss by expenses and interest, but we have had notice that if the goods are not taken delivery of they will be sold by Auction.—We have, &c.

OWEN AND OKELL.

BOMBAY, *17th July* 1889.

To the ACTING COMMISSIONER of CUSTOMS, Poona.

SIR,—We beg leave to draw your attention to our letters of the 8th and 27th ultimo, in reference to our Methylated Spirits of Wine *ex* s.s. "Drachenfels," and as we have not yet received a reply we would feel obliged if you will kindly favour us with one at your early convenience.—We have, &c.,

OWEN AND OKELL.

No. 2881 OF 1889.

BOMBAY, *28th May* 1889.

From T. D. MACKENZIE, Esq., C.S., Acting Commissioner of Customs, Salt, opium, and Abkari, to Messrs. OWEN and OKELL, Bombay.

GENTLEMEN,—Having called for report from the Collector of Customs, regarding the shipment of 100 Drums of Methylated Spirits to you by

s.s. "Drachenfels" of which, in the circumstances stated in your letter dated the 14th instant, you request you may be allowed to take delivery, I regret that I am not able to comply with your request.

2. The circumstances as to the shipment ex: s.s. "Lycia" and s.s. "Drachenfels" differ materially. In the former case the shipment was from the United Kingdom; a certificate from an officer of Excise in England was produced showing the composition of the Methylated Spirit, and weight necessarily attaching to this certificate, the consignment was allowed to be received by you. In the latter, the cases are from Hamburg, and the certificate which you sent declaring the spirit to consist of 9 parts of spirit and 1 part of Wood Naphtha is merely a declaration by the Manufacturer, the part most interested in disposing of the spirit, and even this declaration was not made till after the quality of the spirit had been called in question in Bombay.

3. The spirit has been professionally certified by the Chemical Analyser to Government not to have been rendered effectively and permanently unfit for human consumption, and this is the only question with which the Customs Officers have to concern themselves. In these circumstances if you are unwilling to methylate the spirit here in accordance with the rules—information regarding which can be obtained at the Custom House—or to pay the spirit rate of duty on the spirit in its present condition, it is open to you to re-ship it to Germany without payment of duty at all.

4. Referring to your concluding sentence I may say that while the certificate of an excise officer of the United Kingdom would not under the rules be absolutely binding on the Customs Officers here, it would have great weight with them, and in all probability such certificates would prevent a repetition of the difficulties experienced by you with the shipments now under reference.—I have, &c.,

T. D. MACKENZIE,
Acting Commissioner of Customs, Salt, Opium and Abkari.

No. 3068 OF 1889.

POONA, *7th June* 1889.

From T. D. MACKENZIE, Esq., C.S., Acting Commissioner of Customs, Salt, Opium and Abkari, to Messrs. OWEN AND OKELL, Bombay.

GENTLEMEN,—In reply to your letter, dated 5th instant, requesting me to reconsider the order passed in my letter to you No. 2881, dated 28th ultimo, regarding the consignment to you of Spirits of Wine ex s.s. "Drachenfels" on the ground that a practical analytical chemist has declared the spirit to be permanently and entirely unfit for human consumption, I regret my inability to comply with your request.

2. I have already in paras. 2 and 3 of my previous letter, given you my reasons for my order and I see nothing in your communication under reply to induce me to alter my decision.—I have, &c.,

T. D. MACKENZIE,
Ag. Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, *24th July* 1889.

Messrs. OWEN AND OKELL, Bombay.

DEAR SIR,—I have submitted to the Committee of the Chamber your letter of the 18th instant, respecting a dispute you have had with the Custom House Officials regarding 100 Drums Methylated Spirits of Wine per s.s. "Drachenfels." In reply, I am directed to say that the Chamber having already discussed and disposed of the entire question of obstruction on the part of the Custom House authorities under the Merchandise Marks Act, the Committee do not consider it advisable to reopen the subject with Government. I am further to add that the matter is one which, in the opinion of the Committee, would be better dealt with by yourselves through the columns of the local press.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, *27th July* 1889.

To the SECRETARY, CHAMBER OF COMMERCE.

DEAR SIR,—We beg to thank you for your favor of 24th, replying to ours of 18th instant *re* a consignment of Methylated Spirit of Wine ex "Drachenfels." We now beg leave to point out that the case brought up by us was not one of obstruction on the part of the Customs connected in any way with the Merchandise Marks Act. The question which arises in connection with our case is, whether the Government analyser having tested once certain goods, and given an opinion prejudicial thereto, merchants are irretrievably bound thereby, even though they can produce proofs, from more than one source, that the said opinion was not correct, and is it right that even an analysis by a second Government analyser (the first having gone home) should be refused.

This appears to us so arbitrary a proceeding on the part of the Custom authorities that it concerns all merchants generally, and hence we have taken the liberty of again addressing you in the hope that the Chamber will take up the question.—We remain, &c.,

OWEN AND OKELL.

BOMBAY CHAMBER OF COMMERCE, *12th August* 1889.

The COLLECTOR of Land Revenue, Customs and Opium, Bombay.

SIR,—The Committee of the Chamber of Commerce have had submitted to them copies of the correspondence which has passed between the Commissioner of Customs and

Messrs. Owen and Okell respecting 100 Drums of Methylated Spirits of Wine, ex: "Drachenfels," from Antwerp, which you have refused to pass, under the usual rate of duty, on the ground that the spirit had not been rendered permanently and effectively unfit for human consumption. From the information which Messrs. Owen and Okell have submitted, it appears that while the Government Analyser had given it as his opinion that the spirit had not been sufficiently methylated, independent analysis shows a differ-ferent result; and as previous shipments of a similar quality had been imported by the same firm and passed, it seems to the Committee that it would be only fair to the importers to permit a fresh analysis to be made. Without, for a moment, impugning the correctness of the analysis made by Dr. Lyon, the Committee consider, from the evidence forthcoming, that it is quite possible a fresh test might give a somewhat different result; and there being manifestly no desire on the part of Messrs. Owen and Okell to infringe the law, it would be a reasonable concession to give permission for another test being made by the present Government Analyser.

In such cases, indeed, my Committee are of opinion that it would be a judicious arrangement, both on behalf of Government and importers, if provision were made for reference to an independent analyser, in whom Government have confidence, whenever a dispute of this nature arose.—I have, &c.,

JOHN MARSHALL, Secretary.

Note.—Similar letter addressed to the Commissioner of Customs, Salt, Opium, and Abkari, dated 16th August 1889.

BOMBAY CHAMBER OF COMMERCE, 13*th August* 1889.

Messrs. OWEN AND OKELL, Bombay.

DEAR SIR,—I have to acknowledge the receipt of your letter of the 27th ultimo. In reply, I am directed to say that the Committee of the Chamber on reconsideration decided to address the Custom House authorities asking them to consent to a fresh analysis being made of the 100 Drums Methylated Spirits of Wine, *ex:* "Drachenfels" imported by you from Antwerp; and I now beg to wait upon you with a copy of a letter forwarded yesterday to the Collector of Land Revenue, Customs and Opium, on the subject. I am, &c.,

JOHN MARSHALL, Secretary.

No. 6522-C. of 1889.

Bombay Custom House, 13*th August* 1889.

From J. K. Spence, Esq., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter of 12th instant, regarding Methylated Spirits imported by Messrs. Owen and Okell, I beg to inform you that I cannot interfere in the matter as Messrs. Owen and Okell have already appealed to the Commissioner of Customs, Salt, Opium and Abkari, and the very point raised by you is under his consideration.—I have, &c.,

J. K. SPENCE,

Collector of Land Revenue, Customs and Opium.

No. 6637-C. of 1889.

Bombay Custom House, 16*th August* 1889.

From J. K. Spence, Esq., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—In continuation of my No. 6522-C. of the 13th instant, I have the honor to state, under orders from the Commissioner of Customs, Salt, Opium and Abkari, that Messrs. Owen and Okell's request to have fresh samples sent to the Chemical Analyser to Government has already been complied with, and that Dr. Barry's report is awaited.—I have, &c.,

J. K. SPENCE,

Collector of Land Revenue, Customs and Opium.

No. 4714 of 1889.

Poona, 17*th August* 1889.

From T. D. Mackenzie, Esq., Commissioner of Customs, Salt, Opium and Abkari, to the Secretary to the Chamber of Commerce.

Sir,—In reply to your letter of the 16th instant, I have the honor to inform you that I have, at Messrs. Owen and Okell's request, in my No. 4348 of the 31st ultimo, asked the Collector of Land Revenue, Customs and Opium, to send fresh samples of the Methylated Spirit to the Chemical Analyser to Government whose report I am now awaiting.—I have, &c.,

T. D. MACKENZIE,

Ag. Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, *20th August* 1889.

Messrs. OWEN AND OKELL.

DEAR SIRS,—In continuation of my letter of the 13th instant, I am directed to wait upon you with the accompanying copy of a communication received from the Collector of Land Revenue, Customs and Opium, from which it will be seen that a fresh analysis of your Methylated Spirits has now been ordered.—Yours, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, *21st September* 1889.

THE SECRETARY, CHAMBER of COMMERCE.

DEAR SIR,—We now beg leave to lay before you a letter which we have received from the Customs Commissioner in reference to our Methylated Spirits of Wine ex: "Drachenfels." You will remember that you made a representation to the Commissioner on the arbitrariness of not allowing an analysis by a second party when good grounds were brought forward to show that the analysis made by Dr. Lyon, the Government Analyser was not correct. The ground referred to, you will remember, was a declaration made by the manufacturer before a British Consul as to the composition of the goods, confirmed by an analysis made here by Messrs. Kemp and Co.

From the Commissioner's letter you will observe that ten samples have been analysed by Dr. Barry, and you will note he replies that they "are of the same quality as those reported on in this (the analyser's) Office letter No. 198 of the 26th February last."

We would ask you if you consider this reply a satisfactory one. That the quality is the same as the previous samples tested, there is not the slightest doubt about—all the samples were from the same shipment. As to the point whether the Spirit has been properly methylated or not, Dr. Barry is studiously silent. Another fact that makes his reply an extraordinary one is that in February last we understand he was not in the analyser's office, but at Matheran.

You will notice that Dr. Barry's attention had been called to the fact that at least some of the samples had been previously tested by Dr. Lyon. For the former, therefore, to have said that Dr. Lyon had made a mistake would have placed him in a very inconvenient position and the benefit of any doubt would go against us.

If you look upon Dr. Barry's reply in the same light as we do, we trust that you will not allow the matter to drop, being a question which affects merchants generally, and in this case we would suggest that you draw a sample of the goods, without our interference, having an independent analysis thereon to ascertain if the spirit has or has not been rendered permanently and effectively unfit for human consumption.—Yours, &c.,

OWEN AND OKELL.

No. 5309 OF 1889.

POONA, 14*th September* 1889.

From T. D. MACKENZIE, Esq., C.S., Acting Commissioner of Customs, Salt, Opium and Abkari, to Messrs. OWEN and OKELL, Bombay.

GENTLEMEN,—In reply to your letter, dated 8th June 1889, I have the honour to inform you that the Collector of Land Revenue, Customs and Opium, Bombay, has reported to me that ten samples of the Methylated Spirits ex: s.s. "Drachenfels"—five from the same drums as those previously tested, and five from other drums previously not opened—were sent to the Acting Chemical Analyser for examination and report.

2. In fairness to Dr. Barry, I directed him to be informed that the first five samples had been previously tested by Dr. Lyon. The former Officer in his letter No. 988, dated 10th instant, to the Collector of Land Revenue, Customs and Opium, has reported that all the samples "are of the same quality as those reported on in this Office letter "No. 198 of the 26th February last"—*i.e.*, that the spirit has not been rendered permanently and completely unfit for human consumption.

3. In these circumstances I see no reason to modify the orders previously passed regarding this consignment of Methylated Spirits.—I have, &c.,

T. D. MACKENZIE,

Ag. Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, 30*th September* 1889.

MESSRS. OWEN and OKELL.

DEAR SIRS,—I have submitted to the Committee of the Chamber your letter of the 21st instant with accompaniment, and I am directed to say that if you can arrange with the Custom House authorities to enable samples to be drawn of the Methylated Spirits ex: "Drachenfels," the Chamber will have analyses made with outside chemists, and if the results justify them in so doing, the Committee will again address the Commissioner of Customs on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 2*nd October* 1889.

THE SECRETARY, CHAMBER of COMMERCE.

DEAR SIR,—We beg to thank you for your favor of 30th ultimo, and in reply we have got permission from the Customs to draw a sample from the Methylated Spirits ex: "Drachenfels." The bearer will give you the papers in connection therewith and any information you require.—Yours, &c.,

OWEN and OKELL.

BOMBAY CHAMBER OF COMMERCE, 3*rd October* 1889.

Messrs. TREACHER and Co., Bombay.

DEAR SIRS,—An importing house in Bombay—members of the Chamber—having taken objection to the analysis made by the Government Analyser, at the instance of the Custom House authorities, of a consignment of Methylated Spirits of wine landed ex: "Drachenfels," the matter has been referred to the Chamber with the view to an outside test being made of the spirits. I am accordingly directed by my Committee to ask you whether you would be prepared to make an analysis of the Spirits.—I am, &c.,

JOHN MARSHALL, Secretary.

REPORT ON A SAMPLE OF METHYLATED SPIRIT RECEIVED FROM THE CHAMBER OF COMMERCE.

The Spirit was perfectly clear and nearly colourless, with comparatively little odour. When treated with Sulphuric Acid and Potassium Bichromate, distilled, and the Aldehyde removed by ebullition with a solution of Sodium Carbonate, and then rendered faintly acid with acetic acid: the solution thus formed at once reduced a solution of silver nitrate showing the presence of formic acid produced by the oxidization of the Methylic alcohol.

Methylic alcohol was also indicated by the alcholic nessler solution but the precipitate not being entirely dissolved, showed that the Methylic alcohol used in methylating did not contain a large quantity of Acrtone or pyroacetic Spirit: and only a faint turbidity was caused when a perfectly clear saturated solution of Calcium Chloride was added to the spirit.

By the action of Sulphuric acid and potassium binoxalate a crystalline substance was produced which on being treated with water yielded methylic alcohol.

The Spirit has apparently been methylated either with a highly rectified wood naphtha or more probably with the methylic alcohol obtained as a by-product in the manufacture of beet sugar.

We are of opinion that the spirit has not been rendered entirely unfit for human consumption.

TREACHER & Co.

W. TUCKER, Manager.

BOMBAY, 12*th October* 1889.

THE CLYDESDALE DYEING AND MANUFACTURING COMPANY, LIMITED.

BOMBAY, 15*th October* 1889.

JOHN MARSHALL, Esq.

DEAR SIR,—I have made an examination of the sample of Methylated Spirits sent on the 8th instant. The Spirit is clear and transparent and free from coloring matter. The Specific Gravity at 60° Fahr. is ·8259 and this would indicate a strength 62° over proof. It contains 0·001 per cent. of solid matter.

Methylic Alcohol or Wood Spirit is present in considerable quantity ; but while this methylating agent can be detected qualitatively there does not seem to be any method for estimating it qualitatively—or separating the Ethal from the Methyl Alcohol—once the mixture is made.

Some authorities hold that if the Methylating is done with Rectified Methylic Alcohol 10 per cent. would not render it unfit for human consumption, while Dr. Squibb, an American authority, holds that Spirits denaturated with 10 per cent. of the Crudest Methylic Alcohol is and will be used for human consumption, and that there is nothing nasty enough to add to spirits to prevent its use by man.

I understand that the Wood Spirit selected by the authorities of Somerset House in London for the methylation or denaturation of Spirits is of a very crude quality and highly colored.

The sample you have sent is so free of color that I fancy rectified Methylic alcohol has been used for methylating, and that the Methylated Spirits is intended for other than lawful purposes. Government is satisfied when they add 10 per cent. of Methylic alcohol to spirits that it is unfit for human consumption.—Yours faithfully,

JAMES PARK.

BOMBAY CHAMBER OF COMMERCE, 17*th October* 1889.

Messrs OWEN and OKELL.

DEAR SIRS,—With reference to your letter of the 21st ultimo, I have now the honor, by direction of the Committee of the Chamber, to wait upon you with the accom-

panying copies of reports by Messrs. Treacher & Co., and the Chemist of the Clydesdale Dyeing and Manufacturing Co., Ld., on samples of the Methylated Spirits of Wine ex : "Drachenfels." As these analyses agree with the Government Analyser, that the spirit has not been rendered unfit for human consumption, my Committee are unable to address Government again on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 18*th October* 1889.

THE SECRETARY, CHAMBER OF COMMERCE.

DEAR SIR,—Your favor of yesterday's date came duly to hand and for which please accept our best thanks. We note that the Chamber cannot move further in the matter of the Methylated Spirits ex "Drachenfels." We are obliged to the Committee for the interest which they have taken in it.—Yours, &c.,

OWEN AND OKELL.

APPENDIX E.

BILL TO AMEND THE SEA CUSTOMS ACT, 1878, AND THE INDIAN TARIFF ACT, 1882.

No. 662 OF 1889.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *25th January*, 1889.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to amend the Sea Customs Act, 1878, and the Indian Tariff Act, 1882, with a Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, Bombay, on the provisions of the Bill.—I have, &c.,

J. DE. C. ATKINS,

Under Secretary to Government.

A Bill to amend the Sea Customs Act, 1878, *and the Indian Tariff Act*, 1882.

Whereas it is expedient to amend the Sea Customs Act, 1878, and the Indian Tariff Act, 1882 ; It is hereby enacted as follows :—

Sea Customs Act, 1878.

Amendment of Section 37, Act VIII, 1878:

1. For the provisos to section 37 of the Sea Customs Act, 1878, the following proviso shall be substituted, namely :—

"Provided that, if such goods are warehoused under this Act, the rate and valuation (if any) applicable thereto shall be the rate and valuation in force on the date on which application is made to clear such goods from the warehouse for home-consumption."

Amendment of Section 110, Act VIII, 1878.

2. For section 110 of the same Act the following shall be substituted, namely :—

"110. Any owner of goods warehoused may, at any time within three years from the date of the bond executed in respect thereof under section 92, clear such goods for home-consumption by paying—

Clearance of bonded goods for home-consumption.

(*a*) the duty leviable on such goods at the rate and according to the valuation (if any) applicable thereto on the date on which application is made to clear such goods from the warehouse for home-consumption, and

(*b*) all rent, penalties, interest and other charges payable to the Customs-collector in respect of such goods."

Amendment of section 115, Act VIII, 1878.

3. In section shall 115 of the same Act, the words "in accordance with the second proviso to section 37" are hereby repealed.

Indian Tariff Act, 1882.

Addition of new section to Act XI, 1882.

4. The following section shall be added to the Indian Tariff Act, 1882, namely :—

When contracts have been intered into, amount of increased or decreased duty to be added or deducted.

"10. In the event of any duty of customs or excise on any article being imposed, increased, decreased or remitted after the making of any contract for the sale of such article without stipulation as to the payment of duty where duty was not chargeable at the time of the making of the contract, or for the sale of such article duty-paid where duty was chargeable at that time,—

(*a*) if such imposition or increase so takes effect that the duty or increased duty, as the case may be, is paid, the seller may add so much to the contract-price as will be equivalent to the duty or increase of duty, and he shall be entitled to be paid and to sue for and recover such addition, and

(*b*) if such decrease or remission so takes effect that the decreased duty only or no duty, as the case may be, is paid, the purchaser may deduct so much from the contract-price as will be equivalent to the decrease of duty or remitted duty, and he shall not be liable to pay or be sued for or in respect of such deduction."

Amendment of the Second Schedule to Act XI, 1882.

5. In No. 1 of the Second Schedule to the same Act, for the following, namely :—

No.	Names of Articles.	Per	Tariff valuation.	Rate of duty.
*	*	*	*	*
	Gunpowder, common	lb.	Re. a. 0 5	10 per cent.
	Gunpowder, sporting	lb.	1 0	
	All other sorts	...	*Ad valorem*	

there shall be substituted the following, namely :—

No.	Names of Articles.	Per	Tariff valuation.	Rate of duty.
*	*	*	*	*
	Gunpowder, common	lb.	Re. a. 0 5	10 per cent.
	Gunpowder, sporting	lb.	1 0	
	All other sorts of Arms, Ammunition and Military Stores	...	*Ad valorem*	10 per cent.

Explanation.—The expression "Arms, Ammunition, and Military Stores," as used in the foregoing part of this Schedule, includes, in addition to any article specifically mentioned in that part,—

(*a*) all articles which are either "arms" or "ammunition" within the meaning of the Indian Arms Act, 1878, and

(*b*) any articles which the Governor-General in Council may from time to time, by notification in the Gazette of India, declare to be "military stores" for the purposes of this Act.

STATEMENT OF OBJECTS AND REASONS.

The main object of this Bill (section 1) is to repeal the proviso to Section 37 of the Sea Customs Act, 1878, which enacts that when the rate of duty or tariff-valuation (if any) applicable to any goods imported has been raised after the grant of port-clearance at the port of shipment the rate and valuation applicable to such goods shall be, not the rate and valuation in force on the date on which the bill-of-entry thereof is delivered to the Customs-collector under section 86 of the Act, but the rate and valuation in force on the date on which port-clearance at the port of shipment was granted. There is no precedent for such a proviso either in the law of England or, so far as the Government of India has been able to ascertain, in the law of any other country. The proviso was adversely criticised while the Bill, which became the the Sea Customs Act, 1878, was under consideration: it has had the effect, which was then anticipated, of seriously disturbing trade, and it has caused very heavy loss of revenue to the Government.

Another object of the Bill (section 2) is to make it clear that where, after goods liable to duty have been assessed and warehoused, the duty is repealed, the goods may be cleared from the warehouse for home-consumption free of duty.

A third object (section 4) is to introduce into India the rule enacted in 18 & 19 Vict., c. 97, s 9, and continued in 39 & 40 Vict, c. 36, s. 20. It was proposed to incorporate such a rule in the Bill which became the Sea Customs Act, 1878, but the proposal was not approved by the mercantile community and was on that account abandoned. The rule, however, has been in operation in the United Kingdom since 1875, and would seem, from the fact of its re-enactment by Parliament in 1876. and from the absence of any reference to it in the Law Reports, not to have entailed the ill effects which were feared when its introduction into India was last considered. In these circumstances, it is held to be desirable to insert the rule in the Bill with a view to its being carefully considered again.

A fourth object (section 5) is to define the expression "arms, ammunition and military stores," as used in the Indian Tariff Act, 1882, and to enable the Governor-General in Council to declare from time to time what articles are to be deemed to be "military stores," within the meaning of the Act. The amendment necessary for this purpose will not effect any notification for the time being in force under section 23 of the Sea Customs Act, 1878.

The 18*th January*, 1889. D. BARBOUR.

BOMBAY CHAMBER OF COMMERCE, *8th February* 1889.

The UNDER-SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 662 of the 25th January 1889, giving cover

to copy of a Bill to amend the Sea Customs Act, 1878, and the Indian Tariff Act, 1882, on which the opinion of the Chamber of Commerce is invited.

The Bill having been submitted to, and considered by, the Committee of the Chamber, I am directed to inform you that they have no suggestions to offer, the provisions of the proposed enactment meeting with their entire approval.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX F.

DRAFT RULES ISSUED BY GOVERNMENT RELATING TO THE EXAMINATION OF ENGINEERS AND ENGINE-DRIVERS.

No. 332 of 1889.

BOMBAY PORT TRUST, PORT OFFICE,
BOMBAY, 30*th January* 1889.

From Sir HENRY MORLAND, Knight, Captain, I. M., Port Officer of Bombay, to the SECRETARY, CHAMBER of COMMERCE.

MEMO :—The Port Officer presents compliments and begs to forward herewith 20 copies of the Draft Rules issued by Government, in Notification No. 9, dated 21st January 1889, relating to the Examination of Engineers and Engine Drivers for information and for distribution.—I have, &c.,

HENRY MORLAND,
Port Officer of Bombay.

MARINE DEPARTMENT,
BOMBAY CASTLE, 21*st January* 1889.

No. 9.—The following draft rules proposed to be made in exercise of the powers conferred on the Governor in Council by Section 36 of the Indian Steam Ships Act of 1884 are published under Section 42 of the said Act for the information of all persons likely to be affected thereby.

Any objections or suggestions by any person with respect to the said Rules will, if submitted to Government through the Secretary to Government in the Marine Department before the 1st March 1889, be received, and all such objections or suggestions will be taken into consideration as required by Section 42 of the said Act :—

DRAFT RULES.

1. The officers holding the appointments named below are to be the Examiners :
The Port Officer—*President.*
The Engineer Surveyor to the Port—*Member.*

2. The application for examination is to be made on Form Exn. 3, which can be obtained at the Port Office, and must be filled up in that office, and submitted to the President together with the candidate's indenture of apprenticeship, testimonials, and discharges, not later than noon on the day before the candidate requires to be examined ; and the candidate will, after his papers have been examined and approved, be informed of the date and hour on which he should attend to be examined.

3. Applicants will be required to produce, in addition to the usual forms of discharge, satisfactory testimonials as to sobriety, experience, ability, and general good conduct for at least the 12 months immediately preceding the date of application to be examined, and without producing them no person will be examined.

4. If the service has been on shore, the testimonials must be signed by an employer; if at sea, by the Master and Chief Engineer; or failing this, satisfactory certificates from the Managing Owner and Superintending Engineer.

5. The testimonials of servitude of Foreigners and of British seamen serving in foreign vessels, which cannot be verified must be confirmed, either by the Consul of the Country to which the ship in which the candidate served belonged, or by some other recognized official authority of that country; or by the testimony of some credible person on the spot having personal knowledge of the facts required to be established. The production, however, of such proofs will not of necessity be deemed sufficient.

6. Should any doubt exist as to the age of a candidate, he will be required to produce a Certificate of Birth or Baptism.

7. Foreigners must prove to the satisfaction of the Examiners that they can speak and write the English language sufficiently well to perform the duties required of them on board a British vessel.

8. Services which cannot be verified by proper entries in the Articles of the ships in which the candidate has served cannot be counted.

9. In addition to the required workshop time, service on a lake or river, in a steamer in which the aggregate piston area of the propelling engines proper amounts to at least 2,000 (two thousand) circular inches, will be accepted towards qualifying a candidate to be examined for a Certificate of Competency as follows:—

Two months of river or lake service, in a capacity not lower than that of Third Engineer, may be deemed equivalent to one month of sea service; provided that,

for a Second Class Certificate, not less than three months of the qualifying service must be actual sea service; and that,

for a First Class Certificate, at least six months of the qualifying service must have been at sea in a grade not below that of third Engineer, where an engineer of a lower grade is carried. During the last 18 months of this service the candidate must have been in possession of a Second Class Engineer's Certificate of Competency.

10. Service entered upon a ship's Articles as having been performed in the capacity of Assistant Engineer must be supported by proof of the candidate having acted as 2nd, 3rd, or 4th Engineer, as the case may be.

11. The service required by the Regulations to qualify a candidate for examination is to be regarded as referring to service in the Foreign Trade only. Service in the Home or Coasting Trade must amount to at least half as much again as that required by the Regulations to make up for the time spent in Port, *e. g.*, for every twelve months

service under the Regulations, eighteen months' service in the Home or Coasting Trade will be required. In all cases the length of service is deemed to commence on the date of signing of the Articles of Agreement and to end on the date of discharge.

12. Service in the engine-room (afterwards referred to) for qualifying a candidate to be examined for a Second Class Engineer's Certificate must be only in those capacities which afford opportunities of obtaining practical experience as an Engineer; and service in the capacity of fireman, stoker, donkeyman, greaser, winchman, labourer, engineer's steward, or any other capacity than that of Engineer taking watch on engines and boilers for propelling will not be accepted.

13. Service as Third and Fourth Engineer in Foreign-going steamers, where more than three or four engineers, as the case may be, are carried, their names being all entered on the Articles in their respective ratings, may be accepted equally with service as Second Engineer, to qualify a candidate for examination for a First Class Engineer's Certificate, provided he has, during the whole of such service, been in possession of a Second Class Engineer's Certificate, (Imperial or under Order in Council), and provided also that he was regularly in charge of a watch. In the case of Fourth Engineers, however, eighteen months of such service must be proved for every twelve months required by the Regulations.

14. Service in a capacity below that of Fourth Engineer cannot be accepted as qualifying for any class of certificate unless the testimonials of the candidate explicitly certify that during such service he has been taking regular watch in the engine-room and that the Chief Engineer or Superintending Engineer considers him properly qualified by that experience to act as Chief Engineer of a Foreign-going steamer of 99 horse-power nominal. *In any case the applicant must prove that he has had the responsible charge of the engines or boilers on regular watch for at least twelve months of sea service, of which for not less than six months he must have been in charge of the propelling engines and rated on the Articles not lower than Fourth Engineer.*

15. Having "responsible charge" will be understood to imply, in regard to the engines, that the applicant for the time specified was, on regular watch, the person responsible for carrying out the orders of the Engine-room, telegraph, and in regard to the boilers, that he was similarly for the period specified the person responsible for regulating the feeds.

16. When the workshop service has been performed in a place *where steam-engines are not made* and the class of work done is similar to that required in engine-making, the service may be accepted with an additional year in the engine-room; that is, three year's workshop service and two years in engine-room, of which one year must have been at sea.

17. When the workshop service has been performed in a place *where engines are made* and the department in which the applicant has been principally engaged is not "*fitting*" or "*erecting*" if the nature of the service be such as is useful training for an Engineer, the *President* may, on proper representation of the circumstances, see fit

to accept the service as qualifying along with subsequent experience, but in every such case the applicant must prove additional engine-room service as required above.

18. If a candidate has served in the engine-room with a Second Class Certificate in the capacity of a Second Engineer in Foreign-going steam-ships under 100 horse-power or in Home Trade passenger steamships which are not required by law to carry a certificated Second Engineer, his service may be accepted without reference to the vessel's horse-power, provided he has been on the ship's Articles as Second Engineer, and produces certificates of discharge as Second Engineer for the required period.

19. The President may see fit to allow an applicant who, in consequence of service abroad, has been unable to obtain a Second Class Certificate, to be examined for a First Class Certificate although he has not obtained a certificate of the lower grade, provided he is able to satisfy him as to the satisfactory character of his services.

20. In such cases (para. 19) or in cases where the candidate is already in possession of a certificate of service, should he fail to pass the examination for the higher grade, but passes the examination for the lower grade, he may receive a certificate accordingly, but no part of the fee will be returned.

21. A candidate who under the above regulations (para. 19) has been permitted to be examined for a First Class Certificate without first obtaining a Second Class Certificate of Competency or a Certificate of Service, and who fails in his examination in practical knowledge, may not be re-examined for a certificate of the higher grade until he has served 12 months as Second Engineer with a Second Class Engineer's Certificate of Competency as required by the Regulations.

22. If the candidate fails altogether, *i.e.* both in the examination for the lower as well as for the higher grade of certificate (para. 19), he may be re-examined for a *Second Class Certificate only*, subject to the usual regulations relating to failure.

23. If after a candidate has passed his examination it is discovered, on further investigation, *e.g.*, by verification that his services are insufficient to entitle him to receive a certificate of the grade for which he has passed, it will not be granted to him; but, if the President is satisfied that the error in the calculation of his services did not occur through any fault or wilful misrepresentation on his part, the certificate may be issued to him, or he may be allowed to go up for re-examination without payment of further fee when he has performed the amount of service in which he was deficient as the *President* may direct.

24. If, in such a case, the applicant's services are sufficient to entitle him to receive a certificate of a lower grade, provided as aforesaid he has not willfully misrepresented the amount of his services, an inferior certificate may be granted to him, and the difference between the fee paid by him for the superior certificate and the fee payable for the inferior certificate may be placed to his credit.

25. In such a case when the applicant has by further service made up the time in which he was found to be short, he may be required, before he can receive the higher certificate, to be re-examined in all the subjects.

QUALIFICATIONS FOR CERTIFICATE OF COMPETENCY.

26. *Second Class Engineer.*—A candidate for a Second Class Engineer's Certificate must be 21 years of age.

(*a*) He must have served an apprenticeship to an Engineer for three years at least, and prove that during the period of his apprenticeship he has been employed on the making and repairing of engines: or if he has not served an apprenticeship, he must prove that for not less than three years he has been employed as a journeyman mechanic in some factory or workshop* on the making or repairing of engines.† In either case he must also have served one year at sea in the engine-room as an Engineer on regular watch in the Foreign, Home, or Coasting Trade‡; or

(*b*) He must have served at least four years at sea in the engine-room as an Engineer on regular watch in the Foreign, Home, or Coasting Trade.

(*c*) He must be able to give a description of boilers, and the methods of staying them, together with the use and management of the different valves, cocks, pipes and connections.

(*d*) He must understand how to correct defects from accident, decay, &c.; and the means of repairing such defects.

(*e*) He must understand the use of the barometer, thermometer, and salinometer, and the principles on which they are constructed.

(*f*) He must state the causes, effects, and usual remedies for incrustation and corrosion.

(*g*) He must be able to state how a temporary or permanent repair could be effected in case of derangement, of a part of the machinery or total breakdown.

(*h*) He must write a legible hand, and understand the first five rules of arithmetic and decimals, and their application to questions about consumption of stores, and full capacities of tanks and bunkers, the duty of pumps, and the direct strains in engines and boilers.

(*i*) He must be able to pass a credible examination as to the various constructions of paddle and screw engines in general use; as to the details of the different working parts, external and internal, and the use of each part.

27. *First Class Engineer.*—A candidate for a First Class Engineer's Certificate must be 22 years of age.

28. In addition to the qualification required for a Second Class Engineer—

(*a*) He must either possess, or be entitled to, a First Class Engineer's Certificate of Service; or, in the event of his not being so possessed or entitled, he must have served for one year at sea as Second Engineer with a Second Class Engineer's Certificate of Competency or for two years at

* No period of service in a drawing office can be allowed to count for more than 6 months' workshop time.

† These may be either land or marine engines.

‡ See para. 11 as to service in Home or Coasting Trade.

sea as Second Engineer with a Second Class Engineer's Certificate of Service ; or having served one year at sea as Second Engineer with a Second Class Engineer's Certificate of Service, he must show, in addition, at least six months' service as Chief Engineer in a vessel required by law to carry at least one Engineer holding a certificate. *See also para.* 13 *as regards service as Third and Fourth Engineer.*

The Examiner should therefore be satisfied that an applicant for a First Class Engineer's Certificate has not only been *in possession* of a Second Class Certificate for the periods above stated, but that he has actually *served* for such periods in the engine-room, at sea with a Second Class Certificate, in the capacities referred to, and that his name has been entered in the Articles of Agreement accordingly. *(See also para.* 19.*)*

(*b*) He will be required to make an intelligible hand sketch, or a working drawing of some one or more of the principal parts of a steam-engine ; and to mark in, without a copy, all the necessary dimensions in figures, so that the sketch or drawing could be worked from.

(*c*) He must also be able to take off and calculate indicator diagrams.

(*d*) He must be able to calculate safety valve pressures, and the strength of the boiler shell, stays, and riveting.

(*e*) He must be able to state the general proportions borne by the principal parts of the machinery to each other, and to calculate the direct stress, the torsional stress, and the bending stress in round bars, and the direct stress and the bending stress in rectangular bars with given loads.

(*f*) He must be able to explain the method of testing and altering the setting of the slide valves, and to sketch, about what difference any alteration in the slide valve will make in the indicator diagram, and also the method of testing the fairness of shafts, and of adjusting them.

(*g*) He must be conversant with surface condensation, superheating, and the working of steam expansively.

(*h*) His knowledge of arithmetic must include the mensuration of superficies and solids and the extraction of the square root and the application of these rules to questions relating to the power, duty, and economy of engines and boilers, and to the stresses in rods, shafts, and levers of the engine.

QUALIFICATIONS REQUIRED OF A CANDIDATE FOR A CERTIFICATE OF COMPETENCY AS ENGINE-DRIVER.

29. He must be twenty-two years of age.

He must have served three years as Syrang or Tindal of a watch in the engine-room of a steamer under a certificated Engineer or Driver, or have been three years in charge of the engine of a factory or mill under a certificated Engineer, as well as one year Syrang or Tindal in the engineer-room of a steamer under a certificated Engineer.

30. He must pass a *viva voce* examination before the Examiner as to the working of engines and the management of boilers.

He must be able to describe and name the different parts of engines and the way to start and stop them.

He must be able to give a description of boilers and the methods of staying and the use and management of the different valves, cocks, pipes and connections.

He must state the causes, effects and usual remedies for incrustation and corrosion.

He should also be able to state what should be done in the event of the disablement of portions of his engine and of the boiler connections.

He should be able to read and understand the pressure and water gauges.

Fees.

31. Candidates for examination, in making their application on Form Exn. 3, will be required to pay the Examination Fees before any step is taken, whether by inquiring into their services or testing their qualifications, &c. No part of the fee will under any circumstances be returned to them, but should it be found that their service is not sufficient to entitle them to be examined, or that their testimonials are unsatisfactory, they will be allowed to present themselves for examination without paying any further fee, when they have filled the requisite service, or are able to produce satisfactory testimonials, as the case may be.

If a candidate fails in his examination, *no part of the fee he has paid will be returned to him.*

32. The following fees or their equivalents, calculated in rupees according to the rate of exchange published in the *Bombay Government Gazette* as the rate of exchange passed by the Secretary of State for India for the adjustment of financial transactions between the British and Indian Governments for the year in which such fees are payable, shall be paid by candidates for the following examinations respectively:—

	£	s.	d.
Second Class Engineer's Certificate	1	0	0
First Class Engineer's Certificate	2	0	0
First Class Engineer's Certificate, if already in possession of a Second Class Certificate of Competency, either granted by the Board of Trade or by the Government of a British Possession *under Section* 8 *of the Merchant Shipping (Colonial) Act*, 1869	1	0	0
	Rs.	a.	p.
Engine-Drivers	15	0	0

General Rules as to Examinations.

33. All books necessary for the use of Candidates under examination will be provided, and applicants are not permitted to take into the examining room any book, paper, document, or memoranda of any description whatever.

34. Candidates will be allowed in the time allotted to cancel any part of their work, and when required additional papers will be supplied by the Examiner, but they will not be allowed to work out the problems on a slate or on waste paper. The additional sheets must be attached to and form part of the examination papers.

35. Candidates for First Class Certificates have to pass an examination in Rough Working Drawing, which may, in the candidate's option, be either hand sketches clearly dimensioned and complete in the necessary *views and sections*, or drawings to a scale. Drawing boards and T squares will be provided, but the applicants will have to bring with them any drawing instruments they may require.

36. In the event of any candidate being discovered copying from another, or affording any assistance or giving any information to another, or communicating in any way with another during the time of examination, he will be regarded as having failed in his examination and will be turned back for three months, in the same manner as if he had failed in the practical part of the examination; and no part of the fees he may have paid for examination will be returned to him. This penalty also applies to any breach of para. 33.

37. If a candidate leaves the room before answering any question which has been given to him, he cannot afterwards be permitted to answer it, but the examiner may substitute other data, or another question.

38. All applicants presenting themselves for examination will be required to give written answers to ten questions selected from Form Exn. 15 *a* "Elementary Question for the first examinations of Engineers for Certificates of Competency and of Masters and Mates for Certificates in Steam." These questions are intended to furnish a record to some extent of the candidate's knowledge at the time of his examination, and also to induce the candidates to pay more attention to their handwriting and spelling.

39. The Form Exn. 15 *b* on which these answers will be written, contains also some questions as to the experience of the applicant, to be answered by him in writing.

40. Examiners may add to their *viva voce* questions on the practical management of steam-engines and boilers any of those contained in Exn. 15 *a*.

41. If at the expiration of the time allowed the candidate has worked out and answered correctly the whole of the questions set to him and given satisfactory answers in the *vivâ voce* examinations, he will be declared to have passed.

42. If at the expiration of the time allowed he has not worked out the whole of the questions set to him, but if the result of the *vivâ voce* examination taken in connexion with the answers to such of the questions as he has worked out are sufficient to satisfy the Examiner that the applicant is competent to take charge of engines of 100 nominal horse-power or upwards, he will be declared to have passed.

43. In other cases he will be declared to have failed.

44. A report of the Examination, and the Examination Papers, will be forwarded to the President.

FAILURES.

45. If the applicant fails in practical knowledge he may not present himself for re-examination until he can produce proofs of three months' further service at sea as Engineer from the date of failure. If he fails in arithmetic or drawing only, he may come up again at any time.

46. The Certificates of Competency will be issued in the approved form signed by the President and Examiner and by the Secretary to Government, the duplicate copy will be retained at the Port Office for record.

All forms shall be similar to those in use for the Board of Trade Examinations in the United Kingdom.

All the appendices and forms referred to and in use can be seen at the Port Office.

By order of His Excellency the Right Honourable the Governor in Council,

B. H. POTTINGER, Major-General,
Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 1*st March* 1889.

Captain Sir HENRY MORLAND, Port Officer, Bombay.

SIR,—Having submitted to the Committee of the Chamber of Commerce your letter No. C 332 of 30th January, together with the draft rules issued by Government relating to the examination of Engineers and Engine Drivers, I am directed to inform you that the Committee have no suggestions to offer as to the rules, which appear to be in all respects suitable.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX G.

DRAFT RULES UNDER THE NATIVE PASSENGER SHIPS ACT, X OF 1887.

No. 1270 OF 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 28*th March* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 2nd January last, submitting for the consideration of Government certain observations made by the Committee of the Chamber in connection with the draft rules under the Native Passenger Ships Act, X of 1887, I am directed to forward the accompanying report No. 1353, dated the 15th instant, thereon by the Commissioner of Customs, Salt, Opium and Abkari and to request that you will be so good as to favour Government with any further remarks which the Chamber may wish to offer with reference to Mr. Trevor's observations.—I have, &c.,

J. De C. ATKINS,
Acting Under-Secretary to Government.

No. 208 OF 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 7*th January* 1889.

Forwarded to the Commissioner of Customs, Salt, Opium and Abkari, for favor of very early report with reference to G. R. No. 3989 of 13th November 1888.

By order
J. De C. ATKINS,
Under-Secretary to Government.

No. 1353 OF 1889.

CAMP KOLAK, 15*th March* 1889.

With reference to the foregoing, the undersigned has the honor to state that there appears to be no objection to the proposed addition of the words, "or other approved pattern" in Rule VII B.

2. With regard to the other suggestion made by the Chamber of Commerce, the Acting Collector of Customs remarks as follows :—

"There would seem need for the Chamber of Commerce to define "more clearly what they mean by the words "in proportion to the

"number of passengers." It is obviously impossible for a coasting "vessel cramped with passengers to carry boats enough to save all the "passengers—as in that case the whole available space would be "occupied with nothing but boats. Take the case of the s. s. "Hindoo" of 425 tons gross and 25 tons register. She is licensed to "carry 1,004 passengers, and at even 15 persons to a boat (an almost "impossible number) she would require nearly 70 boats to carry all off. "By the rule IX C. she only requires 2 boats and she actually has 4. "It is of course quite true that the registered tonnage is absurdly at "variance with its carrying capacity of the ship in the case of the "coasting smaller steamers; at the same time it would be of little use "attempting to make a small vessel like the "Hindoo" carry boats "having any relation to the number of passengers as they could not be "hung round the available space and even if they could be located, "the stability of the ship would be affected. On the other hand it "may be said that 2 boats for a thousand passengers, are practically of "no use, in case of wreck or stranding. The stability of the "Hindoo" "might be endangered by carrying more boats than she now carries, "viz., 4 which gives one boat to 250 passengers. The Chamber of Com-"merce might be asked how they propose to get over the difficulty "and what scale they would suggest to make the boats in proportion "to the passengers."

3. In these remarks I concur. Perhaps the object the Chamber have in view might be secured by the substitution of the words "at least one boat for every 200 passengers the steamer is entitled to carry" for "2 boats" in column 2 against vessels of less then 200 tons in the schedule under rule C. IX.

A. C. TREVOR,
Acting Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, *8th April* 1889.

Captain Sir HENRY MORLAND, Port Officer, Bombay.

SIR,—A reference having been made to the Chamber in connection with the draft rules under the Native Passenger Ships Act, X of 1887, as to the number and style of boats which passenger steamers should carry in proportion to the passengers for which they are licensed, I am directed by the Committee to ask you to be good enough to favor them with your views on the subject.

Taking, for example, a steamer like the "Hindoo," it has been suggested that 2 boats should be carried for every 200 passengers for which she is licensed, making five in all, and of these it is proposed that 2 should be life boats of the following dimensions, viz:— 28 feet × 8 feet 5 in: × 3 feet 4 in; which it is said would give a carrying capacity of 80 men each.

The Committee would esteem it a favor if you would say whether you consider this proportion of boats to passengers would be fair and reasonable, and also whether you think steamers of the class of the "Hindoo" would be able to carry the proposed boats without affecting their stability. Further, if you would regard the dimensions of the life boats above mentioned as being the most suitable for the purpose.

It has been reported to the Committee that the s.s. "Hindoo," when she came out from England, carried 6 boats. If this was so—and you are doubtless aware whether the information is correct or not—it would seem to point to her being able to carry the 5 boats suggested without danger.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{808}{S}$ OF 1889.

PORT OFFICE, BOMBAY, 16*th April* 1889.

From the PORT OFFICER of Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the enquiry contained in your letter of the 8th instant, in connection with the number and style of boats passenger steamers should carry, in proportion to the passengers for which they are licensed under the Native Passenger Ships' Act X of 1887, I have the honor to state that it does not appear practicable to compel the class of vessels to which you refer, viz., the "Hindoo," to carry a greater number of boats than is required by law, as the present number is in accordance with the Passenger Act.

2. With regard to the second para. of your letter, I attach two statements showing the number of boats and their cubical contents for the different sized steamers, which are required under the Imperial Merchant Shipping Act 1854, 17 and 18 Victoria Chapter 104 and Passenger Act 1855 Victoria Chapter 91 to carry boats for the safety of passengers, &c., and from which you will observe that a passenger vessel of the "Hindoo" class is required to carry thereunder only boats with a capacity of 368-4 cubic feet, whereas at present that vessel carries 4 boats of 20′ × 5′·6″ × 2′·4″ each giving a total of 614 cubic feet.

3. The two Life Boats mentioned in your letter, viz 28′×8′·5″×3′·4″., as will be observed on referring to the accompanying scale of boats, are intended for steamers of 1,000 tons register and upwards, and in my opinion, are too heavy for the "Hindoo" class of vessels as they would entail heavy and large boat fittings, such as davits, clamps, sockets, falls, blocks, &c., which would be too great a condensed weight to be suspended from the upper scantlings of so small a vessel within a limited longitudinal area of say 20 feet, especially if carried out board; and would probably render her top-heavy and materially affect her stability.

4. The "Hindoo" came out with 6 boats of the dimensions given in the 2nd para. hereof but landed two of them as spare for future use, when required, but I am of opinion she could carry the full number of six when plying without interfering with her stability, if that number were required by law.

5. Other methods could be adopted with a view to protecting the lives of passengers proceeding in this class of vessels in the event of their meeting with accident, and for this object a larger number of life buoys could be carried, the seats, lockers, &c., can also be fitted and made buoyant for life saving purposes; but in my opinion the number of passengers allowed to be carried by Coasting Steamers for short voyages and in this harbour is dangerously excessive and should be reduced; the space is at present under the rules only 4 feet for each adult. The present *system* of *space measurement* allowed is also injurious in its effects in construction as regards the safety and stability of vessels for the Coast Passenger Service for lower deck passengers for the longer voyages in addition to 6 feet on the lower deck, are allowed 4 feet on the upper deck; whilst main or awning deck passengers are only allowed 6 feet, consequently the object aimed at by owners is to diminish the lower deck space as much as possible, and to build with as large main and awning decks as can be planned. If a uniform space of 7 feet for each passenger were allowed this object would disappear.—I have, &c.,

HENRY MORLAND,
Captain, I. M., Port Officer of Bombay.

BOMBAY CHAMBER OF COMMERCE, 23*rd April* 1889.

Captain Sir HENRY MORLAND, Port Officer, Bombay.

SIR,—I am directed by the Committee of the Chamber to acknowledge receipt of your No. 808 of 16th instant, on the subject of the boat accommodation which should be provided for coasting passenger steamers of the type of the "Hindoo" and Messrs. Shepherd and Company's vessels which carry an enormous number of passengers in proportion to their registered tonnage.

For the valuable information and suggestions which your letter affords the Committee desire me to tender their thanks, but there are still one or two points on which, if it is not troubling you too much, they would be glad of your further advice and assistance.

In the first place the Committee are aware that under the old schedule of the Native Passenger Steamers Act, X of 1887, the steamers alluded to at present carry all the boats

required of them. But that schedule is now under revision and what my Committee wish to arrive at is :—

(1). What extent of boat accommodation in proportion to the number of passengers for which they are licensed the steamers already mentioned should be compelled to carry.?

(2). The number and size of the boats you would recommend.

(3). What other, if any, means of life saving apparatus should be insisted upon ?—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{820}{8}$ OF 1889.

BOMBAY PORT TRUST, PORT OFFICE,
BOMBAY, 24th April 1889.

From Sir HENRY MORLAND, Knight, Captain I.M., Port Officer of Bombay, to JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

SIR,—I have the honor to acknowledge receipt of your letter of yesterday's date asking a further expression of my views in respect to the number of boats, &c., to be carried by passenger steamers plying out of this Port on the West Coast of India. This matter has had my very careful attention for years past and has been treated almost exhaustively in my reports to Government—the general subject is also one upon which a Select Committee of the House of Commons has recently reported after taking the evidence and opinions of what were considered as the most experienced nautical men in the United Kingdom. I therefore send you herewith for ready reference and to avoid as far as may be a long letter the Reports of that Committee marked at places containing minutes, &c., specially touching upon the points you enquire upon and also a report of my own to the Bombay Government, dated the 5th July 1883, which although written some four years previous to the minute of Sir Digby Murray, Bart., (contained as Appendix B. at page 184 of part Second of the Select Committee's report) and without any communication on the subject between us, bears striking features of similarity as to the question of boats to be carried by these Passenger steamers.

To deal now specifically with the first query in your letter, I can only say that I do not consider the basis therein proposed upon which these vessels should be required to carry boats as the proper one which should be the guide in this matter. It may be that the number of boats carried may bear a certain proportion to the number of passengers the vessel is allowed to carry but the basis in deciding the number of boats must be, not the number of passengers but the size, shape, and construction of the vessel combined with the number of crew able to work the boats the vessel carries. These vessels carry about 15 deck

hands and 10 stokers besides the Captain and one Officer—all the attention of the two latter would naturally in case of accident be required to directing and controlling matters. Of the stokers probably half the number say 5 would be acquainted with the use and management of boats so that there would be about 18 men to be counted on to work the boats ; then allowing only 4 men to be required to lower and prepare a boat, the number of the latter would be 4—the size must depend on the style of vessel and I would say for these vessels that boats about 23′×6′8″×2′10″ having a cubic capacity of 257 feet or an aggregate capacity of 1028 cubic feet would be the best suited.

In calculating the area in boats for Europeans, 10 cubic feet is allowed but for the usual class of native passengers probably 8 cubic feet would suffice ; so that the boats would carry about 128 adults.

The vessels now carry boats with only average capacity of 730 cubic feet or accommodation for only about 91 passengers.

The rules under the present law require boats to be carried in proportion to the *Registered* tonnage—even if this regulation were altered to require the proportion of boats to be to *gross* tonnage, the number and capacity of boats these vessels at present carry is larger—and the number and capacity I have recommended above appears to me to be the maximum which should be insisted on for boats without men possessing a knowledge of how to use them would be a source of danger and useless lumber.

In addition to the other means of life saving apparatus already suggested, I am of opinion that the bridges of these vessels could be fitted to be used for the purpose—the bridge might form the deck of a raft attached to and supported by two steel pontoons about 2′×2′ running the width of the vessel to be built portable, so as to be detachable from the vessel and fitted and arranged so as to be easily launched over board when required for use.

Kindly return the accompaniments when no longer required.—I have, &c.,

HENRY MORLAND,
Port Officer of Bombay.

BOMBAY CHAMBER OF COMMERCE, 30*th April* 1889.

Captain Sir HENRY MORLAND, Port Officer, Bombay.

SIR,—I am directed by the Committee of the Chamber to thank you for your letter of 24th instant, giving your views on the question of life boats for passenger steamers in the coastwise trade, and I have now to return you the reports which you were good enough to favor me with.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 1*st May* 1889.

The SECRETARY TO GOVERNMENT, General Department,
Bombay.

SIR,—I have the honor, by direction of the Committee, to acknowledge the receipt of your letter No. 1270 of 28th March, with accompaniments, having reference to the draft rules under the Native Passenger Ships Act X of 1887, and asking for a further expression of the Chamber's opinion regarding the boats which should be carried by coastwise steamers.

2. In reply, I am directed to inform you that after fuller consideration of the whole subject, the Committee find it is not possible to make any practical suggestion of a satisfactory nature as to the basis on which boats should be provided for steamers carrying large numbers of passengers, and they would, therefore, recommend schedule IX, Section C, being allowed to stand as it is.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX H.

THE INDIAN PORTS BILL.

No. 1069 OF 1889.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *9th February* 1889.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith a copy of the Indian Ports Bill No. 2 of 1889, with a statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, Bombay, on the provisions of the Bill.—I have, &c.,

J. DE C. ATKINS,
Under Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

Fourteen years have passed since the law relating to Indian ports and port-dues was last consolidated. During that time places which were ports have ceased to be so, and places which were not previously ports have had the Ports Act of 1875 extended to them. The Act has itself been amended by no fewer than nine Acts, and a Bill for further amending it was pending in the Council of the Governor General when proposals for the introduction of a further Bill for still further amending the Act were received by the Government of India. In these circumstances it appeared to the Government that the time had come for again consolidating, as well as amending, the law relating to ports and port-dues. A Bill was accordingly prepared in October last and submitted for the criticism of the Governments of Madras, Bombay, Bengal and Burma. The replies of those Governments, and the opinions of the authorities consulted by them, have now been received and considered, and the Bill has been amended accordingly. Effect has not been given to all the suggestions received, partly because some will, it is believed, be more suitably complied with in a Bill which is about to be introduced into the Council of the Lieutenant-Governor of Bengal, and partly because others are such as should, in the opinion of the Government of India, be left for consideration by the Select Committee, which will have the advantage of hearing what the mercantile members of the Council have to say about them.

2. The principal amendments which it is proposd to effect in the existing law will now be stated in the order of the sections and schedules in which they occur in the Bill :—

(1) *Section* 1, *sub-section* (5).—It has been proposed by the Government of Bengal that sections 40 and 41 of the Act of 1875 (sections 29 and 30 of the Bill) should apply to all ports without being specially extended thereto.

(2) *Section* 3, *clause* (6).—The definition of the word "ton" has been added for the purpose of giving effect to a proposal made by the Board of Trustees for the Port of Bombay.

(3) *Section* 6, *clause* (*e*).—The mention of "passengers" is suggested by the Governor of Bombay in Council and the Lieutenant-Govenor of Bengal.

(4) *Section* 6, *clauses* (*k*) *and* (*m*).—These clauses have been remodelled in the direction suggested by the Lieutenant-Governor of Bengal and the Governor of Bombay in Council, respectively.

(5) *Section* 6, *clause* (*o*).—This clause has been proposed by the Board of Trustees for the port of Bombay, and is believed to be as necessary for other ports in India as for that port.

(6) *Section* 21, *sub-section* (2), *clause* (*c*).—This clause is suggested by the case reported at I. L. R. 9 Cal. 849, a copy of which is appended to this Statement (Appendix *I*).

(7) *Section* 35, *sub-section* (5), *clause* (*e*), *and section* 65.—These clauses are designed to authorise for the future, and validate as regards the past, certain contributions which Port Commissioners and Trustees make in aid of sailors' homes, coffee-houses and other institutions for purposes connected with the well-being of seamen ashore. Apart from legal considerations, the action of Port Commissioners and Trustees in this matter appears to have been, and to be, generally defensible and proper.

(8) *Section* 39, *clause* (3).—This clause has been suggested by the Commissioner of Customs at Bombay to meet the case of firewood and other articles being conveyed from one port to another on rafts which are incapable of being measured as ships.

(9) *Section* 47, *sub-section* (4).—The addition to this clause has been suggested by the Lieutenant-Governor of Bengal to meet the case of native seamen in the coasting brigs plying from Chittagong. These brigs are manned almost entirely by men of the Chittagong District, who, when ill, do and will continue to go to their homes. Provision for giving medical aid to these seamen at Chittagong is not necessary, but the want of such provision there for Europeans is much felt.

(10) *Section* 66.—This clause reproduces a section of the Merchant Shipping Act, 1854, which is in force in the United Kingdom, and may be found useful in British India, where most local authorities are now bodies corporate, with their powers as to the disposition of their property strictly defined.

(11) *First Schedule*, *Parts I and IV*.—It is proposed that tug-steamers and river-steamers at Chittagong and Rangoon pay a rate not exceeding four and a half annas and four annas, respectively, per ton every half-year.

(12) *First Schedule, Part II.*—This Part of the Schedule is still unsettled, its details being under the consideration of the Governor of Fort St. George in Council and local experts, including the members of the Madras Chamber of Commerce.

(13) *First Schedule, Part III.*—The rate of port-dues for coasting steamers visiting ports of the Northern and Southern Groups in the Bombay Presidency has, at the instance of the Commissioner of Customs and the Collector of Salt-revenue, been modified in favour of ship-owners.

(14) *Second Schedule.*—It will be for the consideration of the Government of Madras whether Act II of 1872 of the Governor in Council need be maintained. It is obviously desirable that the power to make port-rules should be as uniform as possible for the whole of British India, and it appears that, up to the beginning of last year at any rate, it had not been found by the Madras Government to be necessary to make any rules under its Act of 1872.

A copy of that Act is appended to this Statement (Appendix II), and it may here be observed that a clause in the direction of clause XVI has been supported by the Board of Trustees for the Port of Bombay, but has not been adopted at this stage of the Bill because a power to detain the master, and therefore his ship, for the purposes of a departmental inquiry as to the conduct of a port-official or pilot ought not, in the opinion of the Government of India, to be given unless the power is conclusively proved to be necessary in the public interests.

The power conferred on the Madras Government by clause XVII in its Act of 1872 for regulating the use of day-signals is proposed to be taken in clause (*m*) of section 6 of the Bill.

3. The chief authorities of Indian ports having already been consulted on the Bill as circulated in October last, it is requested that opinions on the revised Bill may be furnished to the Government of India in the Legislative Department by the 1st of March, 1889.

The 30th January, 1889. D. BARBOUR.

APPENDIX I.

The 7th March, 1883.

CHUNDI CHURN MOOKERJEE AND OTHERS *v.* THE EMPRESS.*

Master and Servant—Criminal Act of Servant—Non-liabity of Master—Indian Ports Act (XII of 1875), s. 22.

The servants of a contractor who had engaged to discharge ballast from a ship lying in the port of Calcutta threw the ballast into the

* Criminal Appeal No, 155 of 1883 against the order of F. J. Marsden, Esq., Chief Presidency Magistrate of Calcutta, dated the 21st February 1883.

river within the limits of the port, and thus committed an offence under s. 22 of the Indian Ports Act (Act XII of 1875). It did not appear that the contractor had abetted the offence.

Held, that he was not, in the absence of proof of abetment, liable for the acts of his servants.

Bábú *Umbica Churn Bose* for the appellant.

The *Standing Counsel (Mr. Phillips)* and *Mr. Adkin* for the Crown.

The facts of this case sufficiently appear from the judgment of the Court (McDONELL and TOTTENHAM, JJ.) which was delivered by

McDONELL, J.—The appellant has been convicted before the Chief Presidency Magistrate of an offence against s. 22 of Act XII of 1875, by improperly discharging ballast from the ship *Ben Nevis*, by the boats of Bishto Manjhi and Nufur Manjhi, by throwing it into the river within the port of Calcutta, and has been sentenced to pay a fine of Rs. 250. The amount of the fine entitles the accused to appeal to this Court.

In our opinion the conviction is bad in law, for the facts proved or admitted do not establish any offence under the Act against the appellant. The first clause of section 22 prohibits the casting of ballast or rubbish in the port without lawful excuse.

The next clause prescribes a penalty for whoever by himself or another so casts or throws the same, and for the master of any vessel from which the same is cast or thrown. It seems to us that to warrant the conviction under this section of a person, not being master of a vessel from which ballast is thrown, it must be shewn that the accused person, if he did not himself throw the ballast or rubbish into the port, intentionally caused somebody else to commit that offence.

In this case all that is proved or admitted against the appellant is that he made an agreement to remove the ballast from the ship *Ben Nevis*; that he engaged boats for that purpose; and that the ballast was removed from the ship in those boats. The boatmen, instead of landing the ballast at the proper place, threw it into the river within the limits of the port. They were arrested, convicted and fined. Proceedings were subsequently taken against the appellant under the same section, when the Magistrate held him "liable for his servants' act" and accordingly convicted and sentenced him. We cannot bring ourselves to accept this doctrine as admissible in dealing with a person accused of an offence, unless his liability for the acts of another is specifically declared by statute. The learned Standing Counsel, who has supported the conviction, admits that in a criminal trial the doctrine laid down by the Magistrate in this case would not be applicable, but he endeavours to distinguish this case from a criminal matter by describing it as *quasi*-criminal, or as one relating not to an "offence" but to a mere breach of rule. And in such a case he submits that knowledge or intention on the part of the person who is accused in respect of something done by other persons is not essential.

We cannot, however, apprehend the distinction so suggested as entitling a Criminal Court to place a person accused of what is describ-

ed as a *quasi*-criminal act as a disadvantage from which one charged with serious crime would be protected, namely, being held responsible for the acts of another without any proof of abetment or connivance on his part and, in the absence of any statutory provision, fixing him with such responsibility. We observe that Act XII of 1875, in Chapter VIII, refers to breaches of it as "offences," makes them triable by a Magistrate, and provides for the enforcement of penalties on conviction. The trial then is, we apprehend, a criminal trial, and the same principles will apply to it as to other criminal trials.

If the Legislature had intended to make persons in the appellant's position criminally liable for acts done by persons employed by them without proof of connivance, it would surely have provided for this in the Act. The very section (22) and following sections do enact that the master of any vessel shall be liable to be punished for acts done on board in breach of the rules laid down, though they may possibly be done without his knowledge or even against his orders. This specific creation of criminal liability as against the master shows that without it he would not be liable for an act not done or expressly permitted by himself.

We find nothing in the Act which renders the appellant liable to punishment for the acts done by others not proved to have been by his abetment or connivance. We therefore set aside the conviction and direct that the fine, if paid, be refunded.

For these reasons we set aside the convictions and sentences in appeals Nos. 156 and 157.

Convictions set aside.

APPENDIX II.

MADRAS ACT No. II of 1872.

Received the Governor's assent on the 25th April, 1872, and the Governor General's assent on the 24th June, 1872, and took effect from the 1st September, 1872.

An Act to extend the purposes for which Port-rules may be passed by the Governor of Fort Saint George in Council.

Preamble.

WHEREAS it is expedient to enable the Government of Madras, with the sanction of the Governor General of India in Council, to make port-rules for other purposes besides those that are provided for in section 7 of Act XXII of 1855 * (*an Act for the regulation of Ports and Port-dues*); It is enacted as follows:—

Additional clauses to section 7 of Act XXII of 1855.

1. Section 7 of Act XXII of 1855 shall be read as if it contained the following additional clauses:—

"XIV, for regulating the mode in which packets, letters, cargo and passengers may be conveyed from the shore to vessels and from vessels to the shore:

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* Act XXII of 1855 having been repealed, the additional clauses should now be read with s. 7 of Act XII of 1875—see third paragraph of s. 3, *ib.*; no rules have, however, been issued under them.

"XV, for regulating the action to be taken by masters or other persons in charge of vessels, in cases in which disease or sickness exists on board such vessels, and in the disposal of dead bodies in such port:

"XVI, for providing that special reports shall be furnished in certain cases by masters or persons in charge of vessels, for regulating the officers to whom, and the mode in which, such reports shall be furnished, and for directing the personal attendance of such masters of vessels, or other persons in charge of the same, at the office of the conservator of such port or elsewhere:

"XVII, for regulating the use of flags, buoys and day-signals:

"XVIII, for regulating the description of knives which may be carried by seamen when on shore:

"XIX, for all other purposes conducive to the safety of the shipping in such port, and of life and property therein:"

Proviso. Provided that no port-rule made by the Government of Madras for any of the purposes mentioned in the aforesaid additional clauses shall have effect until the same shall have been published for two months in the Fort St. George Gazette.

THE INDIAN PORTS BILL.

A Bill to consolidate and amend the law relating to Ports and Port-charges.

WHEREAS it is expedient to consolidate and amend the law relating to ports and port-charges; It is hereby enacted as follows:—

CHAPTER I.

PRELIMINARY.

Title, commencement and extent. 1. (1) This Act may be called the Indian Ports Act, 1889; and

(2) It shall come into force on the first day of April, 1889.

(3) It shall extend, save as otherwise appears from its subject or context,—

(*a*) to the ports mentioned in the first schedule, and to such parts of the navigable rivers and channels leading to such ports respectively as have been declared to be subject to Act XXII of 1855 *(for the regulation of Ports and Port-dues)* or to the Indian Ports Act, 1875;

(*b*) to the other ports or parts of navigable rivers or channels to which the Local Government, in exercise of the power hereinafter conferred, extends this Act:

(4) But nothing in this Act shall—

(i) apply to any vessel belonging to, or in the service of, Her Majesty or the Government of India, or to any vessel of war belonging to any Foreign Prince or State, or

(ii) deprive any person of any right of property or other private right, except as hereinafter expressly provided, or

(iii) affect any law or rule relating to the customs or any order or direction lawfully made or given pursuant thereto:

(5) And nothing in section 31 or section 32 shall apply to any port, river or channel to which the section has not been specially extended by the Local Government.

Repeal.

2. (1) The enactments mentioned in the second schedule are hereby repealed to the extent specified in the third column of that schedule.

(2) All declarations, appointments, requisitions, orders and rules made, authorisations, directions and permissions given, prohibitions issued and notifications published under any of those enactments or under any enactment repealed by any of them shall, if in force at the commencement of this Act, be deemed, so far as may be, to have been made, given, issued and published under this Act: and

(3) Any enactment or document referring to any such repealed enactment shall, so far as may be, be construed to refer to this Act or to the corresponding portion thereof.

Definitions.

3. In this Act, unless there is something repugnant in the subject or context,—

(1) "port" includes also any part of a river or channel in which this Act is for the time being in force:

(2) "vessel" includes anything made for the conveyance by water of human beings or of property:

(3) "master," when used in relation to any vessel, means, subject to the provisions of any other enactment for the time being in force, any person (except a pilot or harbour-master) having for the time being the charge or control of the vessel:

(4) "pilot" means a person for the time being authorized by the Local Government to pilot vessels:

(5) "owner" includes also any agent to whom a vessel is consigned:

(6) "ton" means a ton as determined or determinable by the rules for the time being in force for regulating the measurement of the tonnage of British Ships: and

(7) "Magistrate" means a person exercising powers under the Code of criminal procedure, 1882, not less than those of a Magistrate of the second class, and includes, in the towns of Calcutta, Madras and Bombay, a Presidency Magistrate.

CHAPTER II.

POWERS OF THE LOCAL GOVERNMENT.

Power to extend or withdraw the Act or certain portions thereof.

4. (1) With the previous sanction of the Governor-General in Council, the Local Government may, by notification in the official Gazette,—

(a) extend this Act to any port in which this act is not in force or to any part of any navigable river or channel which leads to a port and in which this Act is not in force;

(b) specially extend the provisions of section 31 or section 32 to any port to which they have not been so extended;

(c) withdraw this Act, or section 31 or section 32, from any port or any part thereof in which it is for the time being in force.

(2) A notification under clause (*a*) or clause (*b*) of sub-section (1) shall define the limits of the area to which it refers.

(3) Limits defined under sub-section (2) may include any piers, jetties, landing-places, wharves, quays, docks and other works made on behalf of the public for convenience of traffic, for safety of vessels, or for the improvement, maintenance or good government of the port and its approaches, whether within or without high-water-mark, and, subject to any rights of private property therein, any portion of the shore or bank within fifty yards of high-water-mark.

(4) In sub-section (3) the expression "high-water-mark" means the highest point reached by ordinary spring-tides at any season of the year.

Alteration of limits of ports.

5. (1) The Local Government may, with the previous sanction of the Governor-General in Council and subject to any rights of private property, alter the limits of any port in which this Act is in force.

(2) When the Local Government alters the limits of a port under sub-section (1), it shall declare or describe, by notification in the Official Gazette, and by such other means, if any, as it thinks fit, the precise extent of such limits.

Power to make port-rules.

6. The Local Government may, in addition to any rules which it may make under any other enactment for the time being in force, make such rules, consistent with this Act, as it thinks necessary for any of the following purposes, namely :—

(*a*) for regulating the time at which, and the manner in which, vessels are to enter or leave any port subject to this Act ;

(*b*) for regulating the berths, stations and anchorages to be occupied by vessels in any such port ;

(*c*) for striking the yards and top-masts, and for rigging-in the booms and yards, of vessels in any such port, and for swinging or taking in davits, boats and other things projecting from such vessels ;

(*d*) for the removal or proper hanging or placing of anchors, spars and other things being in or attached to vessels in any such port ;

(*e*) for regulating vessels whilst taking in or discharging passengers, ballast or cargo, or any particular kind of cargo, in any such port, and the stations to be occupied by vessels whilst so engaged ;

(*f*) for keeping free passages of such width as may be deemed necessary within any such port, and along or near to the piers, jetties, landing places, wharves, quays, docks moorings and other works in or adjoining to the same, and for marking out the spaces so to be kept free ;

(*g*) for regulating the anchoring, fastening, mooring and unmooring of vessels in any such port ;

(*h*) for regulating the moving and warping of all vessels within any such port and the use of warps therein ;

(*i*) for regulating the use of the mooring buoys, chains and other moorings in any such port ;

(*j*) for fixing the rates to be paid for the use of such moorings when belonging to the Government, or of any boat, hawser or other thing belonging to the Government;

(*k*) for licensing and regulating catamarans plying for hire, and cargo, passenger and other boats plying, whether for hire or not and whether regularly or only intermittently, in, or partly within and partly without, any such port, and for determining the quantity of cargo or number of passengers to be carried by any such vessel;

(*l*) for regulating the use of fires and lights within any such port;

(*m*) for enforcing and regulating the use of signals or signal-lights by vessels by day or by night in any such port;

(*n*) for regulating the number of the crew which must be on board any vessel afloat within the limits of any such port;

(*o*) for regulating the employment of persons engaged in cleaning or painting vessels, or in working in the bilges, boilers or double bottoms of vessels, in any such port.

CHAPTER III.

PORT-OFFICIALS AND THEIR POWERS AND DUTIES.

Appointment of conservator.

7. (1) The Local Government shall appoint some officer or body of persons to be conservator of every port subject to this Act, and may suspend or remove such officer or body.

(2) Subject to any direction by the Local Government to the contrary,—

(*a*) in ports where there is a port officer, the port officer shall be the conservator:

(*b*) in ports where there is no port officer, but where there is a harbour master, the harbour master shall be the conservator.

(3) Where the harbour master is not conservator, the harbour master and his assistants shall be subordinate to, and subject to the control of, the conservator.

(4) The conservator shall be subject to the control of the Local Government, or of any intermediate authority which that Government may appoint.

Power of conservator to give and enforce directions for certain specified purposes.

8. (1) The conservator of any port subject to this Act may, with respect to any vessel within the port, give directions for carrying into effect any rule for the time being in force therein under section 6.

(2) If any person wilfully and without lawful excuse refuses or neglects to obey any lawful direction of the conservator, after notice thereof has been given to him, he shall, for every such offence, be punished with fine which may extend to one hundred rupees, and with further fine which may extend to one hundred rupees for every day

on which, after such notice as aforesaid, he wilfully and without lawful excuse continues to disobey the direction.

(3) In case of such refusal or neglect, the conservator may do, or cause to be done, all acts necessary for the purpose of carrying the direction into execution, and may hire and employ proper persons for that purpose, and all reasonable expenses incurred in doing such acts shall be recoverable by him from the person so refusing or neglecting to obey the direction.

Power to cut warps and ropes.

9. The conservator of any such port may, in case of urgent necessity, cut, or cause to be cut, any warp, rope, cable or hawser endangering the safety of any vessel in the port or at or near to the entrance thereof.

Removal of obstructions within limits of port.

10. (1) The conservator may remove, or cause to be removed, any timber, raft or other thing, floating or being in any part of any such port, which in his opinion obstructs or impedes the free navigation thereof or the lawful use of any pier, jetty, landing-place, wharf, quay, dock, mooring or other work on any part of the shore or bank which has been declared to be within the limits of the port and is not private property.

(2) The owner of any such timber, raft or other thing shall be liable to pay the reasonable expenses of the removal thereof, and if such owner or any other person has without lawful excuse caused any such obstruction or impediment, or causes any public nuisance affecting or likely to affect such free navigation or lawful use, he shall also be punished with fine which may extend to one hundred rupees.

(3) The conservator or any Magistrate having jurisdiction over the offence may cause any such nuisance to be abated.

Recovery of expenses of removal.

11. If the owner of any such timber, raft or other thing, or the person who has caused any such obstruction, impediment or public nuisance as is mentioned in the last foregoing section neglects to pay the reasonable expenses incurred in the removal thereof, within one week after demand, or within fourteen days after such removal has been notified in the Official Gazette or in such other manner as the Local Government by general or special order directs, the conservator may cause such timber, raft or other thing, or the materials of any public nuisance so removed, or so much thereof as may be necessary, to be sold by public auction ;

And may retain all the expenses of such removal and sale out of the proceeds of the sale, and shall pay the surplus of such proceeds, or deliver so much of the thing or materials as may remain unsold, to the person entitled to receive the same ;

And, if no such person appears, shall cause the same to be kept and deposited in such manner as the Local Government directs ;

And may, if necessary, from time to time, realize the expenses of keeping the same, together with the expenses of sale, by a further sale of so much of the thing or materials as may remain unsold.

12. (1) If any obstruction or impediment to the navigation of any port subject to this Act has been lawfully made, or has become lawful by reason of the long continuance of such obstruction or impediment, or otherwise, the conservator shall report the same for the information of the Local Government, and shall, with the sanction of that Government, cause the same to be removed or altered, making reasonable compensation to the person suffering damage by such removal or alteration.

Removal of lawful obstructions.

(2) Any dispute arising concerning such compensation shall be determined according to the law relating to like disputes in the case of land required for public purposes.

13 (1) If any vessel hooks or gets foul of any of the buoys or moorings laid down by or by the authority of the Local Government in any such port, the master of such vessel shall not, nor shall any other person except in case of emergency, lift the buoy or mooring for the purpose of unhooking or getting clear from the same without the assistance of the conservator;

Fouling of Government moorings.

and the conservator, immediately on receiving notice of such accident, shall assist and superintend the clearing of such vessel;

and the master of such vessel shall, upon demand, pay such reasonable expenses as may be incurred in clearing the same.

(2) Any master offending against the provisions of this section shall, for every such offence, be punished with fine which may extend to one hundred rupees.

14. (1) If any vessel is wrecked, stranded or sunk in any such port, so as to impede, or be likely to impede, the navigation thereof, the conservator may cause the vessel to be raised, removed or destroyed.

Raising or removal of wreck impeding navigation within limits of port.

(2) If any property recovered by a conservator acting under sub-section (1) is unclaimed, or the person claiming it fails to pay the reasonable expenses incurred by the conservator under that sub-section, the conservator may sell the property by public auction, if the property is of a perishable nature, forthwith, and, if it is not of a perishable nature, at any time not less than six months after the recovery thereof.

(3) The expenses incurred by the conservator under sub-section (1) shall be payable to him out of the sale-proceeds of the property, and the balance shall be paid to the person entitled to the property recovered, or, if no such person appears and claims the balance, shall be held in deposit for payment, without interest, to any person thereafter establishing his right thereto:

Provided that the person makes his claim within one year from the date of the sale.

15. (1) The conservator or any of his assistants may, whenever he suspects that any offence against this Act has been, or is about to be, committed, or whenever it is necessary for him so to do in the performance of any duty imposed upon him by this Act,

Power to board vessels.

and the person appointed under this Act to receive any port dues, fees or other charges payable in respect of any vessel, may, whenever it is necessary for him so to do in the performance of any duty imposed upon him by this Act,

either alone or with any other person, board any vessel, or enter any building or place, within the limits of any port subject to this Act.

(2) If the master of the vessel, or any person in possession or occupation of the building or place, without lawful excuse, refuses to allow any such person as is mentioned in sub-section (1) to board or enter such vessel, building or place in the performance of any duty imposed upon him by this Act, he shall for every such offence be punished with fine which may extend to two hundred rupees.

Power to require crews to prevent or extinguish fire.

16. (1) For the purpose of preventing or extinguishing fire in any port subject to this Act, the conservator or port officer may require the master of any vessel within the port to place at his disposal such number as he requires, not exceeding three-fourths, of the crew then under the orders of such master.

(2) Any master refusing or neglecting to comply with such requisition shall be punished with fine which may extend to five hundred rupees, and any seaman then under his orders who, after being directed by the master to obey the orders of the conservator or port-officer for the purpose aforesaid, refuses to obey such orders shall be punished with fine which may extend to twenty-five rupees.

Appointment and powers of health officer.

17. (1) The Local Government may appoint at any port subject to this Act an officer to be called the health officer, and may suspend or remove from office any officer so appointed.

(2) A health officer shall, subject to the control of the Local Government, have the following powers within the limits of the port for which he is appointed, namely :—

(*a*) with respect to any ship, the powers conferred on a shipping-master by Act 1 of 1859, section 71 ;

(*b*) power to enter on board any vessel and medically examine all or any of the seamen or apprentices on board the vessel ;

(*c*) power to require and enforce the production of the log-book and any other books, papers or documents which he thinks necessary for the purpose of enquiring into the health and medical condition of the persons on board the vessel ;

(*d*) power to call before him and examine for any such purpose all or any of those persons and to require true answers to any questions which he thinks fit to ask ;

(*e*) power to require any person so examined to make and subscribe a declaration of the truth of the statements made by him.

Indemnity to Government against act or default of port official or pilot.

18. The Government shall not be responsible for any act or default of any conservator, port officer or harbour master of any port subject to this Act, or of any deputy or assistant of any of the authorities aforesaid, or of any person acting under the control or direction of any such authority, deputy or assistant, or for any act or default of any

pilot, or for any damage sustained by any vessel in consequence of any defect in any of the moorings, hawsers or other things belonging to the Government which may be used by the vessel :

Provided that nothing in this section shall protect the Secretary of State for India in Council from a suit in respect of any act done by or under the express order or sanction of the Government.

CHAPTER IV.

RULES FOR THE SAFETY OF SHIPPING AND THE CONSERVATION OF PORTS.

General Rules.

Injuring buoys, beacons and moorings.

19. (1) No person shall, without lawful excuse, lift, injure, loosen or set adrift any buoy, beacon or mooring fixed or laid down by, or by the authority of, the Local Government in any port subject to this Act.

(2) If any person offends against the provisions of this section, he shall for every such offence be liable, in addition to the payment of the amount of damage done, to fine which may extend to two thousand rupees, or to imprisonment for a term which may extend to two years.

Wilfully loosening vessel from moorings.

20. If any person wilfully and without lawful excuse loosens or removes from her moorings any vessel within any such port without leave or authority from the owner or master of the vessel, he shall, for every such offence, be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to six months.

Improperly discharging ballast.

21. (1) No ballast or rubbish, and no other thing likely to form a bank or shoal or to be detrimental to navigation, shall, without lawful excuse, be cast or thrown into any such port, or into or upon any place on shore from which the same is liable to be washed into any such port, either by ordinary or high tides, or by storms or land-floods.

(2) Any of the following persons, namely :—

(*a*) any person who by himself or another so casts or throws any ballast or rubbish or any such other thing,

(*b*) the master of any vessel from which the same is so cast or thrown,

(*c*) any person employed to remove any ballast or rubbish or any such other thing whose agents or servants so cast or throw the same or cause the same to be so cast or thrown,

shall be punished with fine which may extend to five hundred rupees and shall pay any reasonable expenses which may be incurred in removing the same.

(3) If, after receiving notice from the conservator of the port to desist from so casting or throwing any ballast or rubbish or such other

thing, any master continues so to cast or throw it, he shall also be liable to simple imprisonment for a term which may extend to two months.

(4) Nothing in this section applies to any case in which the ballast or rubbish or such other things is cast or thrown into any such port with the consent in writing of the conservator, or within any limits within which such act may be authorized by the Local Government.

Graving vessel within prohibited limits.

22. If any person graves, breams or smokes any vessel in any such port, contrary to the directions of the conservator, or at any time or within any limits at or within which such act is prohibited by the Local Government, he and the master of the vessel shall for every such offence be punished with fine which may extend to five hundred rupees each.

Boiling pitch on board vessel within prohibited limits.

23. If any person boils or heats any pitch, tar, resin, dammer, turpentine, oil or other such combustible matter on board any vessel within any such port, or at any place within its limits where such act is prohibited by the Local Government, or contrary to the directions of the conservator, he and the master of the vessel shall for every such offence be punished with fine which may extend to two hundred rupees each.

Drawing spirits by unprotected artificial light.

24. If any person, by an unprotected artificial light, draws off spirits on board any vessel within any port subject to this Act, he and the master of the vessel shall for every such offence be punished with fine which may extend to two hundred rupees each.

Warping.

25. (1) Every master of a vessel in any port subject to this Act shall, when required so to do by the conservator, permit warps or hawsers to be made fast to the vessel for the purpose of warping any other vessel in the port, and shall not allow any such warp or hawser to be let go until required so to do.

(2) A master offending against sub-section (1) shall be punished for every such offence with fine which may extend to two hundred rupees.

Leaving out warp or hawser after sunset.

26. (1) A master of a vessel shall not cause or suffer any warp or hawser attached to his vessel to be left out in any port subject to this Act after sunset in such a manner as to endanger the safety of any other vessel navigating in the port.

(2) A master offending against sub-section (1) shall be punished for every such offence with fine which may extend to two hundred rupees.

Discharge of fire-arms in port.

27. If any person, without lawful excuse, discharges any fire-arm in any port subject to this Act, or on or from any pier, landing-place, wharf or quay thereof, except a gun loaded only with gunpowder for the purpose of making a signal of distress, or for such other purpose as may be allowed by the Local Government, he shall for every such offence be punished with fine which may extend to fifty rupees.

28. If the master of any vessel in which fire takes place while lying in any such port wilfully omits to take order to extinguish the fire or obstructs the conservator or the port officer, or any person acting under the authority of the conservator or port officer, in extinguishing or attempting to extinguish the fire, he shall be punished with imprisonment which may extend to six months, or with fine which may extend to one thousand rupees, or with both.

Penalty on master omitting to take order to extinguish fire.

29. (1) No person, without the permission of the conservator, shall in any port subject to this Act creep or sweep for anchors, cables or other stores lost or supposed to be lost therein.

Unauthorized person not to search for lost stores.

(2) If any person offends against the provisions of sub-section (1), he shall be punished with fine which may extend to one hundred rupees.

30. (1) No person without the permission of the conservator shall in any port subject to this Act remove or carry away any rock, stones, shingle, gravel, sand or soil or any artificial protection from any part of the bank or shore of the port ;

Removing stones or injuring shores of port prohibited.

and no person shall sink or bury in any part of such bank or shore, whether the same is public or private property, any mooring post, anchor or any other thing, or do any other thing which is likely to injure or to be used so as to injure such bank or shore, except with the permission of the conservator, and with the aid or under the inspection of such person, if any, as the conservator may appoint to take part in, or overlook the performance of, such work.

(2) If any person offends against sub-section (1), he shall for every such offence be punished with fine which may extend to one hundred rupees and shall pay any reasonable expenses which may be incurred in repairing any injury done by him to the bank or shore.

Special Rules.

31. (1) No vessel of the burden of two hundred tons or upwards shall enter, leave or be moved in any port to which this section has been specially extended without having a pilot, harbour master or assistant of the port-officer or harbour master on board ;

Moving of vessels without pilot or permission of harbour master.

and no vessel of any burden less than two hundred tons and exceeding one hundred tons shall enter, leave or be moved in any such port without having a pilot, harbour master or assistant of the port officer or harbour master on board, unless authority in writing so to do has been obtained from the conservator or some officer empowered by him to give such authority.

(2) If any vessel, except in case of urgent necessity, enters, leaves or is moved in the port contrary to the provisions of sub-section (1), the master of the vessel shall for every such offence be punished with

fine which may extend to two hundred rupees, unless upon application to the proper officer the master was unable to procure a pilot, harbour master or assistant of the port officer or harbour master to go on board the vessel.

(3) Nothing in sub-sections (1) and (2) shall apply to Native vessels when they are entering, leaving or being moved in the port of Bombay.

(4) If any question arises as to whether any vessel is a Native vessel within the meaning of this section, the decison thereon of such authority as the Governor of Bombay in Council may appoint in this behalf shall be conclusive.

Provision of certain vessels with fire-extinguishing apparatus.

32. (1) Every vessel exceeding the burden of two hundred tons and lying in any port to which this section has been specially extended shall be provided with a proper force-pump and hose and appurtenances, for the purpose of extinguishing any fire which may occur on board.

(2) The master of such a vessel who, having been required by the conservator to comply with the provisions of sub-section (1), neglects or refuses, without lawful excuse, so to do for the space of seven days after such requisition, shall be punished with fine which may extend to five hundred rupees.

CHAPTER V.

PORT-DUES, FEES AND OTHER CHARGES.

Levy of port-dues.

33. (1) In each of the ports mentioned in the first schedule such port-due, not exceeding the amount specified for the port in the third column of the schedule, as the Local Government or, in the case of the port of Bombay, the Board of Trustees of that port from time to time directs, shall be levied on vessels entering the port and described in the second column of the schedule, but not oftener than the time fixed for the port in the fourth column of the schedule.

(2) Whenever the Local Government, with the previous sanction of the Governor General in Council, declares any other port to be subject to this Act, it may, with the like sanction, by the same or any subsequent declaration, further declare,—

(*a*) in the terms of any of the entries in the second column of the first schedule, the vessels which are to be chargeable with port-dues on entering the port,

(*b*) the highest rates at which such dues may be levied in respect of vessels chargeable therewith, and

(*c*) the times at which such vessels are to be so chargeable.

(3) All port-dues now leviable in any part shall continue to be so leviable until it is otherwise declared in exercise of the powers conferred by this section.

(4) An order increasing or imposing port-dues under this section shall not take effect till the expiration of sixty days from the day on which the order was published in the local Official Gazette.

Variation of port-dues by Local Government.

34. The Local Government or, in the case of the port of Bombay, the Board of Trustees of that port may from time to time exempt the vessels entering a port subject to this Act from payment of port-dues and cancel the exemption, or may from time to time vary the rates at which port-dues are to be levied in the port, in such manner as, having regard to the receipts and charges on account of the port, it thinks expedient, by reducing or raising the dues, or any of them :

Provided that the rates shall not in any case exceed the amount authorized to be taken by or under this Act.

Receipt, expenditure and account of port charges.

35. (1) The Local Government shall appoint some officer or body of persons at every port at which any dues, fees or other charges are authorized to be taken by or under this Act to receive the same and, subject to the control of the Local Government, to expend the receipts on any of the objects authorized by this Act.

(2) Such officer or body shall keep for the port a distinct account, to be called the port fund account, showing, in such detail as the Local Government prescribes, the receipts and expenditure of the port, and shall publish annually as soon after the first day of April as may be practicable an abstract in such form as that Government prescribes of the account for the past financial year.

(3) If, for any of the purposes of this Act, an advance of money has been or shall be made by the Government on account of any port subject to this Act, simple interest upon that advance, or upon so much of it as remains or shall remain unrepaid, at such rate as the Governor General in Council may determine, shall be charged in the port fund account of the port.

(4) All moneys, excluding receipts on account of pilotage but including fines and proceeds of waifs, received under this Act at or on account of any port subject to this Act shall be credited in the port fund account of the port.

(5) All expenses incurred for the sake of any such port, excluding expenses on account of pilotage but including—

(*a*) the pay and allowances of all persons upon the establishment of the port,

(*b*) the cost of buoys, beacons, lights and all other works maintained chiefly for the benefit of vessels being in or entering or leaving the port or passing through the rivers or channels leading thereto,

(*c*) pensions, allowances and gratuities of persons who have been employed in the port under this or any other enactment relating to ports and port-dues, or such portion of those pensions, allowances and gratuities as the Local Government may by rule determine,

(*d* with the previous sanction of the Local Government, contributions towards the support of public hospitals or dispensaries suitable for the reception or relief of seamen or otherwise towards the provision of sanitary superintend-

ence and medical aid for the shipping in the port and for seamen, whether ashore or afloat, belonging to ships in the port, and

(*e*) with the like sanction, contributions towards sailors' homes, institutes, rest-houses and coffee-houses and for other purposes connected with the health, recreation and temporal well-being of sailors,

shall be charged to the port fund account of the port.

(6) The Local Government may direct that for the purposes of this section any number of ports shall be regarded as constituting a single port, and thereupon all moneys to be credited to the port fund account under sub-section (4) shall form a common port fund account which shall be available for the payment of all expenses incurred for the sake of any of the ports :

Provided, with respect to the ports of Calcutta, Madras, Bombay, Karáchi and Rangoon, that none of those ports may be grouped with any other port, and that the port fund account of each of those ports shall be kept separate from the port fund account of any other port.

(7) Subject to the provisions of any local law as to the disposal of any balance from time to time standing to the credit of a port fund account, any such balance may be temporarily invested in such manner as the Local Government may direct.

Receipts for port charges.

36. The person to whom any dues, fees or other charges authorized to be taken by or under this Act are paid shall grant to the person paying the same a proper voucher in writing under his hand, describing the name of his office, the port or place at which the dues, fees or other charges are paid, and the name, tonnage and other proper description of the vessel in respect of which the payment is made.

Master to report arrival.

37. (1) Within twenty-four hours after the arrival within the limits of any port subject to this Act of any vessel liable to the payment of port-dues under this Act the master of the vessel shall report her arrival to the conservator of the port.

(2). A master failing without lawful excuse to make such report within the time aforesaid shall for every such offence be punished with fine which may extend to one hundred rupees.

(3). Nothing in this section applies to tug-steamers, ferry-steamers or river-steamers plying in any of the ports subject to this Act.

Conservator may in certain cases ascertain draught and charge expense to master.

38. If any vessel liable to the payment of port-dues is in any such port without proper marks on the stem and stern posts thereof for denoting her draught, the conservator may cause the same to be ascertained by means of the operation of hooking, and the master of the vessel shall be liable to pay the expenses of the operation.

Ascertainment of tonnage of vessel liable to port-dues.

39. In order to ascertain the tonnage of any vessel liable to pay port-dues the following rules shall be observed :—

(1) (*a*) If the vessel is a British registered vessel, or a vessel registered under Act X. of 1841 or Act XI. of 1850 or under any other law for the time being in force for the registration of vessels in British India, the conservator may require the owner or master of the vessel or any person having possession of her register to produce the register for inspection.

(*b*) If the owner or master or such person neglects or refuses to produce the register or otherwise to satisfy the conservator as to what is the true tonnage of the vessel in respect of which the port-dues are payable, he shall be punished with fine which may extend to one hundred rupees, and the conservator may cause the vessel to be measured, and the tonnage thereof to be ascertained, according to the mode of measurement prescribed by the rules for the time being in force for regulating the measurement of British ships, and in such case the owner or master of the vessel shall also be liable to pay the expenses of the measurement.

(2) If the vessel is not a British registered vessel or a vessel registered under Act X. of 1841 or Act XI. of 1850, or under any other law for the time being in force for the registration of vessels in British India, and the owner or master thereof fails to satisfy the conservator as to what is her true tonnage according to the mode of measurement prescribed by the rules for the time being in force for regulating the measurement of British ships, the conservator shall cause the vessel to be measured and the tonnage thereof to be ascertained, according to the mode aforesaid, and in such case the owner or master of the vessel shall be liable to pay the expenses of the measurement.

(3) If the vessel is a vessel of which the tonnage cannot be ascertained according to the mode of measurement mentioned in clauses (1) and (2), the tonnage of the vessel shall be determined by the conservator on such an estimate as may seem to him to be just of the burden of the vessel.

Distraint and sale on refusal to pay port charges.

40. If the master of any vessel in respect of which any port-dues, fees or other charges are payable under this Act refuses or neglects to pay the same on demand, the authority appointed to receive such port-dues, fees or other charges may distrain or arrest the vessel, and the tackle, apparel and furniture belonging thereto, or any part thereof, and detain the same until the amount due is paid ;

and in case any part of the port-dues, fees or other charges, or of the costs of the distress or arrest or of the keeping of the vessel or other thing distrained or arrested, remains unpaid for the space of five

days next after any such distress or arrest, may cause the vessel or other thing distrained or arrested to be sold, and with the proceeds of such sale may satisfy the port-dues, fees or other charges and the costs, including the costs of sale, remaining unpaid, and shall render the surplus, if any, to the master of the vessel upon demand.

No port clearance to be granted until port charges are paid.

41. The officer of Government whose duty it is to grant a port clearance for any vessel shall not grant such clearance—

(*a*) until her owner or master, or some other person, has paid or secured to the satisfaction of such officer the amount of all port-dues, fees and other charges, and of all fines, penalties and expenses to which the vessel or her owner or master is liable under this Act;

(*b*) until all expenses, which by the Merchant Shipping Act, 1854, section 228, are to be borne by her owner, incurred since her arrival in the port from which he seeks clearance, have been paid.

Port-charges payable in one port recoverable at any other port.

42. (1) If the master of any vessel in respect of which any such sum as is mentioned in the last foregoing section is payable causes her to leave any port without having paid the sum, the authority appointed to receive port-dues, fees and other charges at the port under this Act may require in writing the authority appointed to receive port-dues, fees and other charges under this Act at any other port in British India to which she may proceed, or in which she may be, to levy the sum.

(2) The authority to whom the requisition is directed shall proceed to levy such sum in the manner prescribed in section 40, and a certificate purporting to be made by the authority appointed to receive port-dues, fees and other charges at the port where such sum as is mentioned in the last foregoing section became payable, stating the amount payable, shall be sufficient *primâ facie* proof of such amount in any proceeding under section 40, and also (in case the amount payable is disputed) in any subsequent proceeding under section 58.

Penalty for evading payment of port-charges.

43. (1) If the master of a vessel evades the payment of any such sum as is mentioned in section 41, he shall be punished with fine which may extend to five times the amount of the sum.

(2) In any proceeding before a Magistrate on a prosecution under sub-section (1), any such certificate as is mentioned in section 42, sub-section (2), stating that the master has evaded such payment, shall be sufficient *primâ facie* proof of the evasion, unless the master shows to the satisfaction of the Magistrate that the departure of the vessel without payment of the sum was caused by stress of weather, or that there was lawful or reasonable ground for such departure.

(3) Any Magistrate having jurisdiction under this Act in any port to which the vessel may proceed, or in which she may be found, shall be deemed to have jurisdiction in any proceeding under this section.

Port-due on vessels in ballast.

44. A vessel entering any port subject to this Act (other than a port in Burma) in ballast and not carrying passengers shall be charged with a port-due at a rate to be determined by the Local Government or, in the case of the port of Bombay, by the Board of Trustees of that port, and not exceeding three-fourths of the rate with which she would otherwise be chargeable.

Port-due on vessels not discharging or taking in cargo.

45. When a vessel enters a port subject to this Act but does not discharge or take in any cargo or passengers therein (with the exception of such unshipment and reshipment as may be necessary for purposes of repair), she shall be charged with a port-due at a rate to be determined by the Local Government or, in the case of the port of Bombay, by the Board of Trustees of that port and not exceeding half the rate with which she would otherwise be chargeable.

Provided that a vessel entering any of the ports within the territories administered by the Governor of Fort St. George in Council and leaving the same within forty-eight hours, without discharging or taking in any passengers or cargo, shall not be charged with any port-due.

Port-dues not chargeable on pleasure-yachts or on vessels re-entering from stress of weather.

46. No port-due shall be chargeable in respect of any pleasure-yacht, nor shall any such due be chargeable in respect of any vessel which having left any port, is compelled to re-enter it by stress of weather or in consequence of having sustained any damage.

Power to impose hospital port-dues.

47. (1) The Local Government may, by notification in the official Gazette, order that there shall be paid in respect of every vessel entering any port subject to this Act, within a reasonable distance of which there is a public hospital or dispensary suitable for the reception or relief of seamen requiring medical aid, such further port-dues not extending one anna per ton as the Local Government thinks fit.

(2) Such port-dues shall be called hospital port-dues, and the Local Government shall, in making any order under sub-section (1), have regard to any contributions made under section 35, sub-section (5), clause (*d*).

(3) An order imposing or increasing hospital port-dues shall not take effect till the expiration of sixty days from the day on which the order was published in the local Official Gazette.

(4) Whenever the Local Government is satisfied that proper provision has been made by the owners or agents of any class of vessels for giving medical aid to the seamen employed on board such class of vessels, or that such provision is unnecessary in the case of any class of vessels, it may, by notification in the Official Gazette, exempt such class of vessels from any payment under this section.

(5) The Local Government may, by notification in the official Gazette, cancel any order under sub-section (1) or withdraw any exemption under sub-section (4).

Application of hospital port-dues.

48. Hospital port-dues shall be applied, as the Local Government may direct, to the support of any such hospital or dispensary as aforesaid, or otherwise for providing sanitary superintendence and medical aid for the shipping in the port in which they are levied and for the seamen belonging to the ships therein, whether such seamen are ashore or afloat.

Fees for pilotage and certain other services.

49. (*1*) Within any port subject to this Act, fees may be charged for pilotage, hauling, mooring, re-mooring, hooking, measuring and other services rendered vessels, at such rates as the Local Government may direct:

Provided that, in the case of fees for pilotage, the previous sanction of the Governor General in Council has been obtained.

(2) The fees now chargeable for such services shall continue to be chargeable unless and until they are altered in exercise of the power conferred by sub-section (*1*).

CHAPTER VI.

Hoisting Signals.

Master to hoist number of vessel.

50. (*1*) The master of every inward or outward bound vessel, on arriving within signal distance of any signal-station established within the limits of the river Hooghly, or within the limits of any part of a river or channel leading to a port subject to this Act, shall, on the requisition of the pilot in charge of the vessel, signify the name of the vessel by hoisting the number by which she is known, or by adopting such other means to this end as may be practicable and usual, and shall keep the signal flying until it is answered from the signal-station.

(2) If the master of a vessel arriving as aforesaid offends against sub-section (*1*), he shall be punished for every such offence with fine which may extend to one thousand rupees.

Pilot to require master to hoist number.

51. (*1*) Every pilot in charge of a vessel shall require the number of the vessel to be duly signalled as provided by the last foregoing section.

(2) When on such requisition from the pilot, the master refuses to hoist the number of a vessel, or to adopt such other means of making her name known as may be practicable and usual, the pilot may, on arrival at the first place of safe anchorage, anchor the vessel and refuse to proceed on his course until the requisition has been complied with.

Penalty on pilot disobeying provisions of this Chapter.

52. Any pilot in charge of a vessel who disobeys, or abets disobedience to any of the provisions of this Chapter shall be punished with fine which may extend to five hundred rupees for each instance of such disobedience or abetment, and in addition shall be liable to have his authority to act as a pilot withdrawn.

CHAPTER VII.

PROVISIONS WITH RESPECT TO PENALTIES.

Penalty for disobedience to rules and orders of the Local Government.

53. If any person disobeys any rule or order which a Local Government has made in pursuance of this Act and for the punishment of disobedience to which express provision has not been made elsewhere in this Act, he shall be punished for every such offence with fine which may extend to one hundred rupees.

Offences how triable, and penalties how recovered.

54 All offences against this Act shall be triable by a Magistrate, and any Magistrate may, by warrant under his hand, cause the amount of any fine imposed upon the owner or master of any vessel, for any offence committed on board of the vessel, or in the management thereof, or otherwise in relation thereto, whereof the owner or master is convicted, to be levied by distress and sale of the vessel, and the tackle, apparel and furniture thereof, or so much thereof as is necessary.

Cost of conviction.

55. (1) In case of any conviction under this Act the convicting Magistrate may order the offender to pay the costs of the conviction in addition to any fine or expenses to which he may be liable.

(2) Such costs may be assessed by the Magistrate, and may be recovered in the same manner as any fine under this Act.

Ascertainment and recovery of expenses and damages payable under this Act.

56. (1) If any dispute arises as to the sum to be paid in any case as expenses or damages under this Act, it shall be determined by a Magistrate upon application made to him for that purpose by either of the disputing parties.

(2) Whenever any person is liable to pay any sum, not exceeding one thousand rupees, as expenses or damages under this Act, any Magistrate, upon application made to him by the authority to whom the sum is payable, may, in addition to or instead of any other means for enforcing payment, recover the sum as if it were a fine.

Costs of distress.

57. Whenever any fine, expenses or damages is or are levied under this Act by distress and sale, the costs of the distress and sale may be levied in addition to such fine, expenses or damages, and in the same manner.

Magistrate to determine the amount to be levied in case of dispute.

58. If any dispute arises concerning the amount leviable by any distress or arrest under this Act or the costs payable under the last foregoing section, the person making the distress or using the arrest may detain the goods distrained or arrested, or the proceeds of the sale thereof, until the amount to be levied has been determined by a Magistrate, who, upon application made to him for that purpose, may determine the amount, and award such costs to be paid by either of the parties to the other of them as he thinks reasonable, and payment of such costs, if not paid on demand, shall be enforced as if they were a fine.

Jurisdiction over offences beyond local limits of jurisdiction.

59. (1) Any person offending against the provisions of this Act in any port subject to this Act shall be punishable by any Magistrate having jurisdiction over any district or place adjoining the port.

(2) Such Magistrate may exercise all the powers of a Magistrate under this Act, in the same manner and to the same extent as if the offence had been committed locally within the limits of his jurisdiction, notwithstanding that the offence may not have been committed locally within such limits, and, in case any such Magistrate exercises the jurisdiction hereby vested in him, the offence shall be deemed, for all purposes, to have been committed locally within the limits of his jurisdiction.

Conviction to be quashed on merits only.

60. (1) No conviction, order or judgment of any Magistrate under this Act shall be quashed for error of form or procedure, but only on the merits, and it shall not be necessary to state, on the face of the conviction, order or judgment, the evidence on which it proceeds.

(2) If no jurisdiction appears on the face of the conviction, order or judgment, but the depositions taken supply that defect, the conviction order or judgment shall be aided by what so appears in the depositions.

CHAPTER VIII.

Supplemental Provisions.

Hoisting unlawful colours in port.

61. (1) If any vessel belonging to any of Her Majesty's subjects, or sailing under British colours, hoists, carries or wears, within the limits of any port subject to this Act, any flag, jack, pennant or colours, the use whereof on board such vessel has been prohibited by the Merchant Shipping Act, 1854, or any other statute now or hereafter to be in force, or by any proclamation made or to be made in pursuance of any such statute, or by any of Her Majesty's regulations in force for the time being, the master of the vessel shall, for every such offence, be punished with fine which may extend to fifty rupees.

(2) Such fine shall be in addition to any other penalty recoverable in respect of such an offence.

(3) Any officer of Her Majesty's Navy or of the Indian Marine Service within the limits of such port, or the conservator of such port, may enter on board any such vessel, and seize and take away any flag, jack, pennant or colours so unlawfully hoisted, carried or worn on board the same.

Foreign deserters.

62. Any Magistrate, upon an application being made to him by the Consul of any Foreign Power to which the Foreign Deserters Act, 1852, has by an order of Her Majesty in Council been, or shall hereafter be, declared to be applicable, or by the representative of such Consul, and upon complaint on oath of the desertion of any seaman, not being a slave, from any ship of such Foreign Power, may, until a revocation of such Order in Council has been publicly notified, issue his warrant for the apprehension of any such deserter, and, upon due proof of the desertion, may order him to be conveyed on board the vessel to which he belongs, or, at the instance of the Consul, to be detained in custody until the vessel is ready to sail, or, if the vessel has sailed, for a reasonable time not exceeding one month:

Provided that a deposit be first made of such sum as the Magistrate deems necessary for the subsistence of the deserter during the detention,

and that the detention of the deserter shall not be continued beyond twelve weeks.'

Application of sections 10 and 21.

63. (1) The provisions of sections 10 and 21 shall be applicable to all ports heretofore or hereafter declared by the Local Government to be ports for the shipment and landing of goods but not otherwise subject to this Act, and may be enforced by any Magistrate to whose ordinary jurisdiction any such port is subject.

(2) Any penalties imposed by him, and any expenses incurred by his order, under the said provisions shall be recoverable respectively in the manner provided in sections 54 and 56.

(3) In any of the said ports for the shipment and landing of goods the consent referred to in section 21, sub-section (4), may be given by the principal officer of customs at such port or by any other officer appointed in that behalf by the Local Government.

Application of Maulmain and Bassein port-dues.

64. The port-dues leviable under this Act in either of the ports of Maulmain and Bassein shall, to the extent of one anna and six pies per ton, be applicable in the first place to defray the expenses of maintaining the existing port-lights of Burma.

Validation of irregular contributions.

65. Any money contributed before the passing of this Act from any port fund for any purpose connected with the health, recreation and well-being of sailors shall be deemed to have been lawfully contributed from the fund.

Grant of sites for sailors' institutes.

66. Any local authority in which any immoveable property in or near a port is vested may, with the previous sanction of the Local Government, appropriate, and either retain and apply, or transfer by way of gift or otherwise, the whole or any part of the property as a site for, or for use as, a sailors' home or other institution for the health, recreation and temporal well-being of sailors.

Exercise of powers of conservator by his assistants.

67. (1) All acts, orders or directions by this Act authorized to be done or given by any conservator may, subject to his control, be done or given by any harbour master or any assistant of such conservator or harbour master.

(2) Any person authorized by this Act to do any act may call to his aid such assistance as may be necessary.

Service of written notices of directions.

68. Any written notice of a direction given under this Act, left for the master of any vessel with any person employed on board thereof, or affixed on a conspicuous place on board of the vessel, shall, for the purposes of this Act, be deemed to have been given to the master thereof.

Publication of orders of Local Government.

69. Every declaration, order and rule of a Local Government made in pursuance of this Act shall be published in the Official Gazette, and a copy thereof shall be kept in the office of the conservator and at the custom-house, if any, of every port to which the declaration, order or rule relates and shall there be open at all reasonable times to the inspection of any person without payment of any fee.

THE FIRST SCHEDULE.—PORTS, VESSELS CHARGEABLE, RATE OF PORT-DUES AND FREQUENCY OF PAYMENT.

See sections 1 *and* 33.—PART I.—BENGAL.

Name of Port.	Vessels chargeable.	Rate of Port-dues.	Due how often chargeable in respect of same vessel
1	2	3	4
Calcutta	Sea-going vessels of twenty tons and upwards.	Not exceeding four annas per ton: provided that, in the case of *dhonis* and country vessels employed in the coasting trade, the rate shall be one-half the rate chargeable in respect of other vessels.	Whenever the vessel enters the port, except in the case of *dhonis* and country vessels employed in the coasting trade, which shall not be chargeable with port dues at the same port more than once in sixty days.
	Tug-steamers and river-steamers.	Not exceeding four annas per ton.	Once between the 1st January and the 30th June, and once between the 1st July and the 31st December, in each year.
Chittagong	Sea-going vessels of ten tons and upwards.	Not exceeding four and a half annas per ton.	Whenever the vessel enters the port, except in the case of mail-steamers and coasting vessels, which shall not be chargeable more than once in sixty days.
	Tug-steamers and river-steamers.	Ditto.	Once between the 1st January and the 30th June, and once between the 1st July and the 31st December, in each year.
Cuttack Ports,—namely, False Point and Pooree.	Sea-going vessels of ten tons and upwards.	Not exceeding four annas per ton.	Whenever the vessel enters any one of the ports, except in the case of mail-steamers and coasting vessels, which shall not be chargeable more than once in sixty days.
Balasore Ports,—namely, Balasore, Chúráman, Laichhunpur, Chánua, Subarnarekha, Dhamra (Chandbally) and Sartha	Ditto.	Ditto.	Ditto.

The Indian Ports Bill.

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of Payment.)

PART II.—MADRAS PRESIDENCY.

Name of port.		Vessels chargeable.	Rate of port-dues.	Due how often chargeable in respect of same vessels.
1		2	3	4
Madras		Sea-going vessels of fifteen tons and upwards.	*Foreign Vessels.*	
Eastern Group.				
District.	Port.			
Ganjam.	1 Gopálpur. 2 Sonnapuram. 3 Baruva. 4 Púndi. 5 Calingapatam.		(*a*) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at Madras, or at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that port.
Vizagapatam.	6 Konada. 7 Bimlipatam. 8 Vizagapatam. 9 Pudimadaka. 10 Pentakota.		(*b*) In the case of any other foreign ship or steamer calling at Madras, or at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The due is payable on each entry into the port.

Godávari. ...	11 Uppada. 12 Cocanada. 13 Coringa. 14 Bendamurulanka. 15 Narsapur. 16 Perupalem.	Sea-going vessels of fifteen tons and upwards.	(*c*) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four and a half annas a ton.	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that or any other port in the group.
Kistna	17 Masulipatam. 18 Penumudi. 19 Morutota. 20 Nagayalanka. 21 Kottapalem. 22 Gangadipalem. 23 Nizampatnam. 24 Ipurupalem. 25 Bodduvanipalem. 26 Motupale.		(*d*) In the case of any other foreign ship or steamer calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four and a half annas a ton.	The due is payable once for the voyage.
			Coasting Vessels.	
Nellore ...	27 Kanuparti. 28 Kottapatnam. 29 Itamukkala. 30 Pakala. 31 Karedu. 32 Ramayapatnam. 33 Chennayyapalem. 34 Tummalapenta. 35 Juvaladinne. 36 Iskapalle. 37 Ponnapudi. 38 Maipadu. 39 Kistinapatam. 40 Pamanji. 41 Tupili. 42 Dugarazpatnam. 43 Pudi.		(*e*) In the case of a coasting ship calling at any port, not exceeding one and a half annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again at that port.
			(*f*) In the case of a coasting steamer— (1) calling at one or more ports in the Eastern group (save as provided by sub-clause (3) of this clause), or at one or more ports in the Western group, not exceeding three annas a ton.	The payment of the due at the first port called at in the group will exempt the steamer for a period of thirty days from liability to pay the due again at that or any other port in the group.

The Indian Ports Bill.

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of Payment.)

PART II.—MADRAS PRESIDENCY—*contd.*

Name of Port.			Vessels chargeable.	Rate of Port-dues.	Due how often chargeable in respect of same vessel.
1			2	3	4
Eastern Group—contd.			Sea-going vessels of fifteen tons and upwards.	*Coasting Vessels.*—contd.	
District.		Port.			
Chingleput	...	44 Pulicat. 45 Ennore. 46 Covelong.		(2) calling at Madras within thirty days after payment of a due in either group, not exceeding one and a half annas a ton ;	The due is payable once in thirty days.
South Arcot	...	47 Marakanam. 48 Cuddalore. 49 Porto Novo.		(3) calling at Madras otherwise than as provided in sub-clause (2) of this clause, not exceeding four and a half annas a ton.	The payment of the due will exempt the steamer for a period of thirty days from liability to pay the due again at Madras or at any port in the Eastern group.
				Foreign Vessels,	
Tanjore	...	50 Tirumalavasal. 51 Kodiyampalaiyam.		(*a*) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at Mad-	The payment of the due at the port will exempt the ship or steamer for a period of sixty

Tanjore.	52 Tranquebar. 53 Nagore. 54 Nagapatam. 55 Velankani. 56 Topputurai. 57 Point Calimere. 58 Mutupet. 59 Adirampatnam. 60 Gopalapatnam. 61 Kattumavadi. 62 Krishnajipatnam. 63 Ammapatnam. 64 Kottaipatnam. 65 Sundarapandiyapatnam. 66 Pasipatnam. 67 Damodarapatnam.	Sea-going vessels of fifteen tons and upwards.	ras, or at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	days from liability to pay the due again at that port.
			(*b*) In the case of any other foreign ship or steamer calling at Madras, or at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The due is payable on each entry into the port.
			(*c*) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four and a half annas a ton.	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that or any other port in the group.
			(*d*) In the case of any other foreign ship or steamer calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four and a half annas a ton.	The due is payable once for the voyage.
Madura ...	68 Tondi. 69 Nambitalai. 70 Pudupatnam. 71 Karangadu. 72 Tiruppalankudi. 73 Devipatnam. 74 Mudiyanpatnam. 75 Attankarai. 76 Emanangundu. 77 Pillaimadum. 78 Pambam. 79 Rameswaram. 80 Mandapam. 81 Vedalai. 82 Marakkayapatnam. 83 Muttupettai. 84 Kilakarai. 85 Ervadi. 86 Valinokkam.		*Coasting Vessels.* (*e*) In the case of a coasting ship calling at any port, not exceeding one and a half annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again at that port.
			(*f*) In the case of a coasting steamer—	

The Indian Ports Bill.

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of Payment.)

PART II.—MADRAS PRESIDENCY—*contd.*

Name of Port.		Vessels Chargeable.	Rate of Port-dues.	Due how often chargeable in respect of same vessel.
1		2	3	4
Western Group—contd.		Sea-going vessels of fifteen tons and upwards.	*Coasting Vessels.*—contd.	
District.	Port.			
Tinnevelly.	87 Vaippar. 88 Tuticorin. 89 Kyalpatnam. 90 Kulasekharapatnam.		(1) calling at one or more ports in the Eastern group (save as provided by sub-clause (3) of this clause), or at one or more ports in the Western group, not exceeding three annas a ton ;	The payment of the due at the first port called at in the group will exempt the steamer for a period of thirty days from liability to pay the due again at that or any other port in the group.
Western Group.				
Malabar.	91 Cochin. 92 Arrupuram. 93 Kukkuyi. 94 Madayi. 95 Attakuri. 96 Chávakád. 97 Veliyangod. 98 Ponani.		(2) calling at Madras within thirty days after payment of a due in either group, not exceeding one and a half annas a ton ;	The due is payable once in thirty days.

Malabar.—*contd.*	99 Kuttayi. 100 Parapanna. 101 Tanur. 102 Parpanangádi. 103 Kadalvandi. 104 Beypore. 105 Molakkadava. 106 Calicut. 107 Pudiyangadi. 108 Elatturu. 109 Kappatta. 110 Quilandi. 111 Kollam. 112 Kadalura. 113 Trikodi. 114 Kottakkal. 115 Badagara. 116 Muttankal. 117 Chompayi. 118 Kallayi. 119 Talayi. 120 Tellichery. 121 Dharmapatnam. 122 Ezhara. 123 Cannanore. 124 Pudiyangadi. 125 Palapatnam (Baliapatam). 126 Ettikulam. 127 Kavvayi.	Sea-going vessels of fifteen tons and upwards.	(3) calling at Madras otherwise than as provided in sub-clause (2) of this clause, not exceeding four and a half annas a ton.	The payment of the due will exempt the steamer for a period of thirty days from liability to pay the due again at Madras or at any port in the Eastern group.
			Foreign Vessels.	
			(*a*) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at Madras, or at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that port.
			(*b*) In the case of any other foreign ship or steamer calling at Madras, or at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The due is payable on each entry into the port.
			(*c*) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four and a half annas a ton.	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that or any other port in the group.
			(*d*) In the case of any other foreign ship or steamer calling at more than one port in the Eastern group or at more than one port in the Western group, not exceeding four and a half annas a ton.	The due is payable once for the voyage.

The Indian Ports Bill.

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of payment.)

PART II.—MADRAS PRESIDENCY—*concld.*

Name of Port.		Vessels chargeable.	Rate of Port-dues.	Due how often chargeable in respect of same vessel.
1		2	3	4
Western Group—contd.				
District.	Port.		*Coasting Vessels.*	
South Canara.	128 Hosdrug, 129 Baikal, 130 Kásaragôd, 131 Kumbale, 132 Manjesvara, 133 Mangalore. 134 Mulki. 135 Padubidri. 136 Ermala. 137 Uchhila. 138 Kaph. 139 Udiyavara.	Sea-going vessels of fifteen tons and upwards.	(*e*) In the case of a coasting ship calling at any port, not exceeding one and a half annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again at that port.
			(*f*) In the case of a coasting steamer—	
			(1) calling at one or more ports in the Eastern group (save as provided by sub-clause (3) of this clause), or at one or more ports in the Western group, not exceeding three annas a ton ;	The payment of the due at the first port called at in the group will exempt the steamer for a period of thirty days from liability to pay the due again at that or any other port in the group.

South Canara. —*contd.*	140 Malpè. 141 Barkur or Hangarakatta. 142 Coondapoor. 143 Nyakinakatte (Nayakkankottai). 144 Baindur. 145 Siruru.	Sea-going vessels of fifteen tons and upwards.	(2) calling at Madras within thirty days after payment of a due in either group, not exceeding one and a half annas a ton;	The due is payable once in thirty days.
			(3) calling at Madras otherwise than as provided in sub-clause (2) of this clause, not exceeding four and a half annas a ton.	The payment of the due will exempt the steamer for a period of thirty days from liability to pay the due again at Madras or at any port in the Eastern group.

Explanations to Part II of the First Schedule.

Explanation 1.—In this part of the Schedule—

(*a*) "ship" means a sailing vessel, and "steamer" a steam-vessel:

(*b*) "coasting ship" or "coasting steamer" means respectively a ship or steamer which at any port discharge cargo exclusively from, or takes in cargo exclusively for, any port in the island of Ceylon or in any part of India between the westernmost part of Sind and the south-easternmost part of Burma; and "coasting steamer" includes a coasting steam-vessel having a general pass under section 164 of the Sea Customs Act, 1878;

(*c*) "foreign ship" or "foreign steamer" means respectively a ship or steamer not being a coasting ship or coasting steamer.

Explanation 2.—As regards the levy of port-dues, each of the following pairs of ports, namely, Cocanada and Coringa, Nagore and Negapatam, Beypore and Calicut, is to be treated as if it were only one port; every vessel in respect of which such dues have been charged and taken at one of any of the said pairs being exempted from the dues on entering the other of the same pair immediately after leaving the one in which the dues were charged and taken.

The Indian Ports Bill.

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of Payment.)

PART III.—BOMBAY PRESIDENCY.

Name of Port.	Vessels chargeable.	Rate of Port-dues.	Due how often chargeable in respect of same vessel.
1	2	3	4
Bombay	Sea-going vessels of ten tons and upwards (except fishing-boats).	Not exceeding four annas per ton, as the Trustees incorporated under the Bombay Port Trust Act, 1879, may, from time to time, direct.	Once in the same month.
	Tug-steamers, ferry-steamers and river-Steamers.	Ditto.	Once between the 1st January and the 30th June, and once between the 1st July and 31st December, in each year.
Northern Group of Ports—			
1 Dogha	Sea-going vessels of ten tons and upwards (except fishing-boats.)	Not exceeding three annas per ton: provided that a coasting steamer whenever it enters any port may be charged at a rate to be determined by the Local	Once in thirty days at the same port: provided that no coasting vessel or coasting steamer, having paid port-
2 Dholera			
3 Tankari			
4 Dehegam			
5 Dehej			
6 Broach			
7 Bhagwa			
8 Surat			
9 Matwad			
10 Balsar...			

11 Umarsádi	Sea-going vessels of ten tons and upwards (except fishing-boats).	Government and not exceeding the highest rate of port-dues leviable at any port of the group to which such port belongs and an addition of one-half of such highest rate.	dues at any port, shall be chargeable with port-dues again at the same time or any other port of the same group within thirty days.
12 Kolak			
13 Kálai			
14 Maroli...			
15 Umbargám			
16 Gholwad			
17 Dáhánu Creek			
18 Tárápur			
19 Olivárá Navápur			
20 Sátpáti Creek			
21 Máhim (Kelva)			
22 Kelva			
23 Dántiora			
24 Arnála			
Southern Group of Ports—			
1 Bándra	Sea-going vessels of ten tons and upwards (except fishing-boats).	Not exceeding three annas per ton: provided that a coasting steamer whenever it enters any port may be charged at a rate to be determined by the Local Government and not exceeding the highest rate of port-dues leviable at any port of the group to which such port belongs, and an addition of one-half of such highest rate.	Once in thirty days at the same port: provided that no coasting vessel or coasting steamer, having paid port-dues at any port, shall be chargeable with port-dues again at the same or any other port of the same group within thirty days.
2 Vesáva			
3 Manori			
4 Utan			
5 Bassein			
6 Bhiwndi			
7 Kalyan			
8 Thána			
9 Trombay			
10 Panwel			
11 Karanjá			
12 Rewas			
13 Nagothna			
14 Thal			
15 Alibág			
16 Revdandá			

The Indian Ports Bill.

(*The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of payment.*)

PART III.—BOMBAY PRESIDENCY—*contd.*

Name of port.	Vessels chargeable.	Rate of Port-dues.	Due how often chargeable in respect of same vessel.
1	2	3	4
Southern Group of Ports—contd, 17 Mándád ... ... 18 Bánkot ... . 19 Kelshi ... . 20 Harnai ... ... 21 Anjanwel ... ... 22 Borya ... ... 23 Jaygad ... . 24 Varavdá ... ... 25 Ratnágiri ... ... 26 Purangad ... ... 27 Jaytápur ... ... 28 Vijaydurg ... . 29 Devgad ... ... 30 Achra ... ... 31 Málwan ... . 32 Nivti ... ... 33 Vengurla ... ... 34 Redi	Sea-going vessels of ten tons and upwards (except fishing-boats).	Not exceeding three annas per ton: provided that a coasting steamer whenever it enters any port may be charged at a rate to be determined by the Local	Once in thirty days at the same port: provided that no coasting vessel or coasting steamer, having paid port-

35 Terekhol ... ... 36 Kárwar, including Baitkhol ... ... 37 Chendiya ... ... 38 Ankolá ... ... 39 Gangávali ... ... 40 Tadri ... ... 41 Kumptá ... ... 42 Honáwar ... ... 43 Murdeshwar ... ... 44 Shirali... ... ... 45 Bhatkal	Sea-going vessels of ten tons and upwards (except fishing boats).	Government and not exceeding the highest rate of port-dues leviable at any port of the group to which such port belongs, and an addition of one-half of such highest rate.	dues at any port, shall be chargeable with port-dues again at the same or any other port of the same group within thirty days.
Karáchi	Ditto ... ... Tug-steamers and river-steamers.	Four annas per ton ... ... Ditto	Once in three months. Once between the 1st January and the 30th June, and once between the 1st July and the 31st December, in each year.
Aden	Sea-going vessels of ten tons and upwards.	Three annas per ton...	Once a month.

The Indian Ports Bill.

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of Payment.)

PART IV.—BURMA.

Name of Port.	Vessels chargeable.	Rate of port-dues.	Due how often chargeable in respect of same vessel.
1	2	3	4
Rangoon.	Sea-going vessels of ten tons and upwards.	Not exceeding six annas per ton.	Once in sixty days.
	Tug-steamers and river-steamers.	Not exceeding four annas per ton.	Once between the first January and the 30th June, and once between the 1st July and the 31st December, in each year.
Maulmain	Sea-going vessels of ten tons and upwards, but less than twenty-five tons.	Not exceeding four annas per ton.	Once in sixty days.
	Sea-going vessels of twenty-five tons and upwards.	Not exceeding five annas six pie per ton.	Ditto.
Kyauk-Phyu.	Sea-going vessels of ten tons and upwards.	Not exceeding four annas per ton.	Ditto.
Akyab ...	*Ditto*	Ditto	Ditto.
Bassein ...	Sea-going vessels of ten tons and upwards, but less than twenty-five tons.	Ditto	Ditto.
	Sea-going vessels of twenty-five tons and upwards.	Not exceeding five annas six pie per ton.	Ditto.
Tavoy ...	Sea-going vessels of ten tons and upwards.	Not exceeding four annas per ton.	Ditto.
Mergui ...	Ditto	Ditto ...	Ditto.

The Indian Ports Bill.

(The Second Schedule.—Enactments repealed.)

THE SECOND SCHEDULE.

ENACTMENTS REPEALED.

See section 2.

Number and year.	Subject or title.	Extent of repeal.
	Acts of the Governor General in Council.	
XII of 1875 ...	Indian Ports Acts, 1875 ...	So much as has not been repealed.
IX of 1879 ...	Burma Coast-lights Act, 1879.	Section 17 and the preamble to that section.
VII of 1880 ...	Indian Merchant Shipping Act, 1880.	The first paragraph of section 72, from and inclusive of the word "Chapter" down to and inclusive of the word "repealed."
IV of 1881 ...	Madras Port-dues Act, 1881.	The whole.
XVII of 1882 ...	Indian Ports Act, 1882 ...	The whole.
V of 1883... ...	Indian Merchant Shipping Act, 1883.	Section 31.
XI of 1883 ...	Reduction of Port-dues in the Port of Bombay.	The whole.
IV of 1884 ...	Indian Explosives Act, 1884.	Section 3.
V of 1885... ...	Amendment of the Indian Ports Act, 1875.	The whole.
	Act of the Governor of Fort St. George in Council.	
II of 1872... ...	Madras Port Rules ...	The whole.

BOMBAY CHAMBER OF COMMERCE, 11*th March* 1889.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed by the Committee to acknowledge the receipt of your letter No. 1069 of 9th ultimo, covering a copy of the "Indian Ports Bill, No. 2 of 1889" on which you desire the opinion of the Chamber.

2. A special Committee, consisting of the Hon'ble Mr. F. Forbes Adam, C.I.E., (of Messrs W. & A. Graham & Co.), Mr. J. L. Symons (of Messrs Finlay, Muir & Co.), Mr. M. C. Turner (of Messrs Mackinnon, Mackenzie & Co.), and Mr. H. W. Uloth (Superintendent, P. & O. S. N. Co.), was appointed to consider the Bill in detail, and in accordance with their report I am now directed to say that the provisions of the proposed enactment meet with the entire approval of this Chamber.

3. I am to say further that the Chamber hopes that the powers suggested by the Trustees of the Port of Bombay in the direction of clause XVI of Act II of 1872 of the Government of Madras will not be granted without the most careful consideration, as it appears to the Committee that such powers would be of too wide and sweeping a character to be entrusted to any one body or official, and might easily be misused to the detriment and inconvenience of the public.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX I.

PROPOSAL TO LEGISLATE FOR THE EXTENSION TO COURTS HELD UNDER ACT 5 OF 1883, OF THE POWER TO AWARD COSTS.

No. 257 OF 1889.

MARINE DEPARTMENT,
BOMBAY CASTLE, 15*th August* 1889.

From the SECRETARY to GOVERNMENT, to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—In forwarding the accompanying copy of a Resolution by the Government of India, Department of Finance and Commerce, No. 3778, dated 23rd ultimo, I am directed to request that Government may be favoured, by an early date, with an expression of the views of the Chamber on the proposal to legislate for the extension to Courts held under Act V. of 1883 of the power to award costs.—I have, &c.,

B. H. POTTINGER, Major General,
Secretary to Government.

No. 3778.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

STATISTICS AND COMMERCE.

Commerce and Trade.

Merchant Shipping.

RESOLUTION.

SIMLA, 23*rd July* 1889.

READ—

Letter from the Government of Bengal, No. 1087 (Marine), dated the 13th May 1889.

RESOLUTION.—The Government of Bengal points out that there is no provision in the Indian Merchant Shipping Acts similar to that laid down in section 436 of the English Merchant Shipping Act of 1854 (17 and 18 Vic., c. 104), which empowers the Justices or Magistrate investigating a shipping casualty to make such order with respect to the costs of any such investigation, or any portion thereof, as they or he may deem just, such costs being recoverable in the same

manner as other costs incurred in summary proceedings before them or him. It is stated that the costs of making such investigations, which are sometimes considerable, are now borne by the general revenues, but that cases occur from time to time in which it would be proper to make the owners of a vessel pay the costs. His Honour the Lieutenant-Governor, therefore, suggests that the matter may be considered when the amendment of the Indian Merchant Shipping Acts is next undertaken.

2. Section 29 of the English Merchants Shipping Act of 1876 (39 and 40 Vic., c. 80), which provides for the appointment of Wreck Commissioners, confers upon them the same powers with respect to costs of investigation as are conferred on two Justices by section 436 of the Act of 1854; and a rule framed under section 30 of the first-named Act provides that the Judge—that is to say, the Wreck Commissioner, Stipendiary Magistrate, or other authority empowered to hold a formal investigation into a shipping casualty—"may, if he thinks fit, order the cost and expenses of the proceedings, or any part thereof, to be paid by either the Board of Trade or by any other party to the proceedings."

3. Before taking any steps to legislate for the extension to Courts held under Act V of 1883 of the power to award costs which exists in England, the Governor-General in Council desires that the opinions on the proposal of the Chambers of Commerce and of shipowners and agents may be obtained by the Local Governments, and reported to the Government of India with their own suggestions and opinion.

ORDER.—Ordered, that copy of the foregoing Resolution be forwarded to the Governments of Bengal, Madras, and Bombay, and to the Chief Commissioner, Burma, for the purpose mentioned in paragraph 3.

E. J. SINKINSON,
Offg. Secy. to the Government of India.

BOMBAY CHAMBER of COMMERCE, *9th September* 1889.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 257 of the 15th ultimo, forwarding a copy of a resolution by the Government of India, Department of Finance and Commerce, No. 3778 of 23rd July, 1889, and asking for an expression of the views of the Chamber on the proposal to legislate for the extension to Courts held under Act V of 1883 of the power to award costs.

2. In reply, I am directed to say that, in the opinion of the Committee of the Chamber, it seems reasonable and just that the procedure sanctioned by law in the United

Kingdom should be extended to India, and that Courts here should be granted the power of ordering the costs incurred or any portion thereof to be paid by the master, owner or any other party to the proceedings who may be found culpable.

3. In the course of the enquiries instituted by my Committee, they have ascertained that objections are entertained, in some quarters, to this extension of power, but the grounds of these objections—which are mainly based on the difference of existing procedure between Marine Courts in this country and in England—do not, in the opinion of this Chamber, constitute sufficient reason for refusing the extension. The decisions of the Courts in this country have generally afforded satisfaction, and there seems no good reason why they should be denied the power of awarding costs in connection with the suit when they are already entrusted with the power of decision in matters of greater moment.

4. The Committee of the Chamber would only suggest the necessity of providing safeguards against an unduly heavy apportionment of costs to the parties proved to be in the wrong, and they would respectfully ask that the nature of the limitation proposed by Government should be submitted to the Chamber for consideration before being finally passed into law.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX J.

RAILWAY EXTENSION.

(FROM THE ADMINISTRATION REPORT ON RAILWAYS IN INDIA FOR 1888-89.)

Open mileage.

The length of Railways open for traffic in India at the end of 1887-88 was 14,383 miles; the length added during 1888-89 was 886 miles; deducting certain branch lines which have been closed, the total length of open line at the end of 1888-89 was 15,245 miles.

The additions made to the open mileage during the past year will be found in the table given in Appendix A, pages i and ii. Between the 31st March and the 28th May 1889 no new lengths have been opened.

The chief sections opened during the year 1888-89 were—

110 miles of the Bengal-Nágpur Railway,
303 miles of the Indian Midland Railway, and
222 miles of the Toungoo-Mandalay Extension.

Of the total open line of 15,245 miles, 9,796 miles are worked by Guaranteed, assisted and other Companies; 4,998 miles are worked by direct Government Agency; and 451 miles are worked by Native States.

Extensions of line sanctioned.

2. During the year sanction has been given for the construction of additional mileage to the extent of 680 miles, of which the more important sections are—

166 miles between Tirupati and Dharmavaram,
135 miles between Pakal and Villupuram,
162 miles from Delhi to Kalka, and
·98 miles from Patiála to Bhatinda.

The total sanctioned mileage on 31st March 1889 was 17,507 miles showing an increase over the corresponding figures at the end of the previous year of 637 miles.

Appendix B, pages iii to v, shows in detail the lengths of line sanctioned and open for traffic at the end of March 1889. Appendix D, pages viii to xi, shows the annual progress made in opening railways in India, year by year, from their commencement.

Works completed and in progress.

3. Of the important bridges mentioned in last year's report as then under construction, the "Lansdowne" Bridge over the Indus at Sukkur was completed during the year, and formally opened by His Excellency the Governor of Bombay on 27th March 1889. The works on the bridge over the Chenab near Sher Shah are being rapidly pushed forward.

The tunnel through the Khwaja-Amran mountains, which was commenced in December 1887, was vigorously pushed on during the year. Four shafts have been sunk and headings driven from them. The length of tunnel bored up to the 31st of March 1889 was 7,373 feet out of a total of 12,400 feet. Inclines are at work in conveying rails and materials over the range pending the completion of the tunnel.

Principal events.

4. Amongst the principal events which occurred during the year may be noticed the transfer to the State of the Oudh and Rohilkhand Company's undertaking on 1st January 1889, and the Railway Conference which was held at Simla in September 1888.

Cost.

5. Including unfinished lines the total Capital expenditure on all Railways up to 31st December 1888, amounted to Rs. 20,408 lakhs, of which the Capital outlay on open line, including suspense was Rs. 19,304 lakhs. The average cost per mile of all open lines (excluding steam-boat service and suspense) is Rs. 1,27,874, the average price of the broad gauge being Rs. 1,67,333, and that of the metre gauge, Rs. 70,777.

Gross Receipts.

6. The gross receipts during the calendar year, inclusive of steam-boat services, were Rs. 19,76,44,749. Of this, 37·87 per cent. were earned by the Guaranteed lines; 23·59 per cent. by the East Indian Railway, including the branch lines worked by it; 34·83 per cent. by the State Railways, excluding lines worked by the East Indian Railway, and the balance 3·71 per cent. may be divided between the lines in Native States and the lines owned by Assisted Companies, excluding the Tárakeshwar Railway. The distribution of the earnings between Coaching, Goods and Miscellaneous, including steam-boat, may be taken at 32·56 per cent., 64·71 per cent. and 2·73 per cent., respectively.

Working Expenses.

7. The total working expenses amount to Rs. 9,87,43,474 or 49·96 per cent. of the gross receipts; the distribution under the different heads being as under: Maintenance, 14·12 per cent.; Locomotive, 16·15 per cent.; Carriage and Wagon, 4·35 per cent.; Traffic, 7·98 per cent.; General, 5·26 per cent.; Steam-boat, 0·52 per cent.; Special and Miscellaneous, 1·58 per cent.

Net Revenue.

8. The net revenue realised was Rs. 9,89,01,275 giving a return on open line Capital expenditure, including steam-boat services and suspense of 5·12 per cent. Excluding steam-boat service the amount was Rs. 9,87,52,959 yielding a percentage of 5·32 on the Capital cost, excluding steam-boat services and suspense.

It must, however, be borne in mind that this does not represent the financial gain to the State, but only the statistical result of working. Although it might be supposed that Railways earning over 5 per cent. must bring in a gain to the State, this is not so in the case of the old Guaranteed Railways since at the present rate of exchange it requires a return of from 6 to 7 per cent. in silver to remit the interest on the Sterling Capital of these Companies, though it amounts to less than 5 per cent. in gold.

The actual financial results, for the official year 1887-88, are shown in paragraph 13 on the next page.

Passengers.

9. The total number of passengers carried was 103,156,013 as compared with 95,411,779 in 1887, and the receipts from coaching traffic have amounted to Rs. 6,43,50,321, as compared with Rs. 6,03,10,678.

Tonnage of goods.

10. The aggregate tonnage moved has amounted to 22,393,202 tons, as compared with 20,195,677 tons, and the receipts from goods traffic have amounted to Rs. 12,79,03,904, as compared with Rs. 11,92,93,225 in 1887.

Grain and Seeds Traffic.

11. The traffic in grain and seeds shows an increase compared with the preceding year of 343,512 tons or 6·57 per cent., the actual figures being—

	Tons.
In 1887	5,226,876*
In 1888	5,570,388

Wheat Traffic.

12. The wheat traffic contrasts favourably with 1887, but not with the traffic in 1886. The quantities carried by the important exporting railways have been, during the past three years, as follows :

Railways.	1886.	1887.	1888.
	Tons.	Tons.	Tons.
Great Indian Peninsula	553,362	485,175	523,082
Bombay, Baroda and Central India	146,295	42,572	92,997
East Indian	415,211	305,967	260,550
North Western	249,829	130,714	298,602
Total	1,364,697	964,428	1,175,231

While the exports from the three chief ports have been—

	1886.	1887.	1888.
	Tons.	Tons.	Tons.
Bombay	623.217	468,861*	489,823
Calcutta	338,414	231,715	149,446
Kurrachee	179,857	35,621*	153,629
Total	1,141,488	736,197	792,898

* As corrected in returns for 1888.

13. The following tables shew the financial results to the State of working the Railways for the official year 1887-88. Figures for a later date are not available.

Financial Results.

The tables represent a net loss of Rs. 1,97,54,770 as under—

	Rs.	Rs.
Losses—		
Guaranteed Railways	87,88,989	
State lines leased to Companies, open and unopen	45,91,538	
State Railways, Military, open	1,27,17,975	
State Railways, Military, unopen	2,01,028	
State Railways, Commercial, unopen ...	14,92,352	
		2,77,91,882
Gains—		
East Indian Railway	57,01,013	
State Railways Commercial	23,36,099	
		80,37,112
Net loss ...		1,97,54,770

It must however, be remembered that the interest charges for the East Indian, Eastern Bengal and North Western Railways include annuities paid in England during the year to the extent of Rs. 2,39,08,600, in which is included a contribution for a sinking fund which is meant to reproduce the capital at the expiry of the period for which the annuity is to run.

The large loss on Guaranteed Railways is mainly attributable to the comparatively high* rate at which the guaranteed interest has to be paid. Owing to the nature of its contract with Guaranteed Railway Companies, the State has to pay interest at this rate until it enters into possession of the line, or is otherwise in a position to modify the contract, and it is consequently unable to obtain any advantage from the increasingly easy condition of the money market. That is to say, where the State could now raise money at 3½, or even 3 per cent., to pay off loans raised at higher rates of interest, it must still continue to pay interest at or near the high average rate of 4¾ per cent. on the capital raised by Guaranteed Companies.

* Above 3½ per cent. on a Capital bearing interest of £57,913,457.

APPENDIX K.

NECESSITY FOR INCREASING THE CARRYING POWER OF THE RAJPUTANA-MALWA RAILWAY.

No. 6981 OF 1889.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY.

AGENT'S OFFICE,
BOMBAY, *8th June* 1889.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—I am dseired to forward herewith, with Major Bisset's compliments, a further Memorandum dated 4th June 1889, on the necessity for increasing the carrying power of the Rajputana-Malwa Railway.—I am, &c.,

A. C. OWEN, for Secretary.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,
Dated 4th June 1889.

(*Includes the Rajputana State Railway, the Holker State Railway, the Sindia, Nemuch State Railway, the Rewari-Ferozepore State Railway, and the Cawnpore-Achnera State Railway.*)

MEMO. by the agent on the necessity for increasing the carrying power of the Rajputana-Malwa Railway.

It has probably been observed that for the last two months the earnings of the R.-M. Railway have been unusually high, and it has no doubt been noticed that this unusual pressure has not been without its accompaniment of serious accidents. When I mention that on the Ahmedabad—Abu Section, when I passed over it on the 15th of May, there were 15 Up and 14 Down trains figured on the station boards, it will not, I think, be difficult to realize to what degree of tension the line is now put, and this, although our export traffic is not quite so high as has previously been carried.

An analysis just made of the earnings of the various sections of the line, shows that for weeks past the Ajmere Sabarmati Section has been earning Rs. 550 per mile per week. Indeed I *calculate* that in one or two weeks the earnings on this Section have been nearly Rs. 600 per mile per week. The average number of Metre-gauge wagons delivered daily at Sabarmati during the fortnight ending the 3rd June, has amounted to 370 or equivalent to 12·3 full train loads, besides which the passenger trains have to be provided for.

This recurring pressure has again brought before the Company the question of what is to be done to enable it to fulfil its duty to Government and to the public, for we see, and I think Government will see, that we cannot go on much longer without breaking down—and I learn from the Chairman that, as the Government do not seem willing to consider the Company's proposals for relieving the pressure, the Directors while regretting that their own proposals are not acceptable, are quite prepared to accede to any efficient means of affording the necessary relief, which may commend itself as falling in with the plans of Government for completing the Railway communications of the Empire.

2. I feel the heavy responsibility which the delay in this matter throws upon myself and upon the Company, and I must state frankly my opinion that Government is bound by every consideration of justice to the Company and to the public we serve to let us put ourselves in a position to meet the reasonable development of our traffic. I think we can no longer dally with the question of increasing the carrying power of the line between Ajmere and Ahmedabad. At the present moment, a week's bad weather in England, or an unfavourable telegram of the prospects of the American crop, may pour upon us an overwhelming traffic. Even now, although our officers and staff are doing very well, and are running every train that can be run, I believe we do not get all the traffic that would be offered, if we could clear our export grain platforms more rapidly, and I am in daily expectation of a block.

The former Public Works Member of Council, Sir T. Hope, in discussing this question some years ago, admitted the necessity for action, but proposed that the Company should provide the funds by raising Debentures on the security of the R.-M. Railway in the London Market. We should gladly take this course if it were possible, but we have our legal adviser's opinion that the Company cannot raise such Debentures. No doubt legislation could give us the powers, and it may now appear advisable to propose such legislation. No difficulty would be met with in raising any sum required up to 4 millions sterling on the security of this line, which is earning 7½ per cent. per annum.

3. As to what should be done, I repeat that we are ready to consider any scheme of relief.

There are several alternative methods open to consideration which I think it will be convenient if I were to put concisely on record.

Among those which are possible by adopting the conclusion to double the Metre-gauge line Section by Section—

(*a*) The first may be described as Doubling the Metre-gauge line Ahmedabad to Ajmere, costing 134 lakhs of rupees, with the early prospect of additional outlay on Doubling the Metre-gauge line Ajmere to Bandikui, costing 48 lakhs.

(*b*) Or as an alternative Doubling the Metre-gauge line Ahmedabad to Ajmere, costing 134 lakhs of rupees.

Doubling Metre-gauge line Ajmere to Phalera, costing 15 lakhs of rupees.

New line Phalera to Rewari, costing 50 lakhs.

The other alternatives under this head need not, I think, be further discussed; for any scheme of Doubling the Metre-gauge Railway in part or in whole will not only not advance, but will postpone to a very distant date the attainment of through Broad-gauge communication between Bombay and Northern India.

The next series of alternatives contemplate the partial conversion of the R.-M. Railway to standard gauge with the obviously necessary condition that the parts of the line which are not converted from the Metre-guage shall not be left disjointed or separated from each other or from the Central Workshops, Stores, &c., at Ajmere.

(*c*) The most obvious of these alternatives, and one which meets the most pressing immediate wants is the conversion to Broad-gauge of the line between Ahmedabad and Ajmere.

This merits special consideration now, because at the present time it might be possible to utilize nearly all the Metre-gauge material on the new Metre-guage Railways, which, through the enterprise of His Highness the Maharajah of Jodhpore and the Durbar of the Bikanir State, it is understood will be at once undertaken to connect Jodhpore and Bikanir. And I would be prepared to recommend my Board to accept the necessary outlay (172½ lakhs of rupees) if Government were willing to consider favorably, the continuation of the standard-gauge system northward, either by a direct line from Ajmere to Rewari and Delhi, or by a mixed-gauge line from Ajmere to Phalera, and thence direct by a new standard-gauge line to Rewari and thence by mixed-guage from Rewari to Delhi.

The direct line from Ajmere to Rewari, a distance of 180 miles would probably cost 100 lakhs of rupees, the mixed-gauge line from Ajmere to Phalera would probably cost 8 to 10 lakhs of rupees and the 135 miles of Broad-gauge line, Phalera to Rewari 72 lakhs of rupees, while the conversion of the line from Rewari to Delhi to Broad-gauge would probably cost 28 lakhs of rupees.

(*d*) With the same starting point, *viz.* conversion of the line between Ahmedabad and Ajmere to standard-guage at a cost of 172·5 lakhs, there is another alternative which has often presented itself to me as worthy of consideration by Government.

This is the construction of a standard-gauge line from Ajmere due north to Sirsa, a distance of 230 miles, which I estimate as likely to cost 127 lakhs of rupees.

With this is inevitably connected the conversion of the Metre-gauge lines, north of Sirsa, (151 miles) to standard-gauge at a cost of about 71 lakhs of rupees, a work which it is understood that Government are anxious to see partially undertaken in view to the utilization of the new Railway from Umballa through Patiala to Bhatinda as an alternative through *route* to the Indus Valley *via* Ferozepore and Raiwind.

This direct northern line would shorten by 135 miles the present distance of 1,138 miles from Lahore to Bombay, and might be connected with Delhi by a branch suitably aligned.

Also if thought strategically necessary, a standard-gauge line might branch off through Bikanir to Bahawulpore, and the funds to be ex-

pended by the Bikanir State on the Metre-gauge Railway, might be utilized towards this work.

(*e*) The next of these alternatives consists of the often proposed and much needed Godhra-Rutlam Railway, the advantages of which, and the urgent need for which have been so recently represented by myself and by my Board that I need only refer to the latest letter on the subject, in which my Board have been encouraged by the recent remarks of His Excellency Lord Reay in his address to the Bombay Chamber of Commerce to come forward with renewed proposals.

Board's Secretary's letter No. 468 of 10th May 1889, to the Under-Secretary of State for India.

This scheme has been estimated to cost 158 lakhs of rupees, and is in my opinion the best both in itself, and in the future possibilities which it opens up of a through standard-gauge line from Bombay to Delhi without any material disturbance of the present Metre-gauge line which is well suited to the local as opposed to the through traffic.

4. From among these five alternative schemes which appear to me to be those most deserving consideration, one or other will perhaps commend itself to Government for adoption. If however other measures are considered preferable, I would most earnestly represent that it is high time to begin their execution, for though I can fearlessly say that our staff has made the best of the carrying capacity of the R.-M. Railway, and though my Board can when trouble arises, point to their frequent proposals for providing additional facilities for traffic, no excuses will check the outcry which will arise and which will properly be raised when the long foreseen probability of a "block" comes to be a reality, involving serious losses to merchants and discredit to those who have failed to provide the additional facilities which the growth of traffic has long indicated as necessary.

W. S. S. BISSET, Agent.

BOMBAY CHAMBER OF COMMERCE, 14*th June* 1889.

The AGENT, B. B. & C. I. and R. M. Railways, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 6981 of the 8th instant, and to convey to you the thanks of the Committee of the Chamber for the 10 copies of a "Further Memorandum on the necessity for increasing the carrying power of the Rajputana-Malwa Railway," which you have been good enough to favor them with.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX L.

THE GODHRA-RUTLAM RAILWAY.

No. 12029 W of 1889.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,

AGENT'S OFFICE,
BOMBAY, 11*th October* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, herewith, a copy of the Agent's letter No. 12010 W. dated 11th October 1889 applying to Government for funds for the early prosecution of work on the Godhra-Rutlam Railway, which has received the sanction of the Secretary of State for India.

In forwarding this letter for the information of the Chamber of Commerce, the Agent desires me to express his appreciation of the cordial support which this scheme has always received from the Chamber.—I am, &c.,

H. M. STEUART, for Secretary.

No. $\frac{W}{12010}$

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,

BOMBAY, 11*th October* 1889.

From the AGENT, to the CONSULTING ENGINEER for Railways, Bombay.

SIR,—I have the honour to refer to my letter No. 10821 of the 9th September, in the latter part of which, after pointing out the imperative need for the re-examination and correction in certain details of the alignment of the Godhra-Rutlam Railway, I asked the approval of

the Government of Bombay to the re-appropriation of a sum of Rs. 10,000 from the current Budget Grant of the Rajputana-Malwa Railway for immediate expenditure on the necessary survey, so that this all-important work of correction of alignment might not be hampered by any delay that might arise in the allocation of additional funds from the Imperial Revenues for this purpose, and for the prosecution of work on the construction of the line.

2. I would request the favour of your obtaining the assent of Government to this re-appropriation of funds, in anticipation of which I have been making the preliminary arrrangements for starting survey operations as soon as the season permits.

3. Looking to the very great advantages that would accrue from the early commencement of work on the Godhra-Dohad section of the line, and to the very small amount of money which would be required to prosecute work on this section during the current financial year, I would now further ask the favour of your moving His Excellency the Governor in Council to obtain a grant of Rs. 8,00,000 to meet the expenditure, which, after personal consultation with the Chief Engineer, I think it of vital importance to incur this season on the Godhra-Dohad section with a view to the economical prosecution of work next financial year on the interior portion of the line between Dohad and Rutlam. Nearly the whole, if not all, of this amount is likely to be available from the net earnings of the Rajputana-Malwa Railway in excess of the Budget Estimate, so that the financial equilibrium of the Government arrangements will not, so far as can be seen, be disturbed by this appropriation of funds. Should this grant be within the powers of Government it would be possible, by the use of materials already in the Company's stores, to finish the Godhra-Dohad section very promptly, and this course would, I am confident, lead to a saving of a large sum in the further portions of the line, by opening out communications and permitting labour to reach those now unfamiliar parts.

4. Since I laid before you the earlier letters from the India Office to my Board, sanctioning the Godhra-Rutlam Railway, I have learned that it is the intention of Her Majesty's Secretary of State that interest upon the Capital outlay on the Godhra-Rutlam Railway is to be charged against the current revenues of the Rajputana-Malwa Railway as the money is withdrawn from the Treasury, and I would urge that, as the effect of this order is to add to the stringency of the terms under which this Company is invited to add the Godhra-Rutlam Railway to its "Undertaking," the Government may be pleased by placing funds at the Company's disposal at once, to expedite the completion of the project, and thus give the Company every possible chance of making up, by successful working after opening, for the loss of revenue which the Proprietors will incur during the construction of the line.

5. I need not enter into details of what this loss will be, but I would mention that the Company's lease of the Rajputana-Malwa Railway expires in the year 1900, and that, unless ample funds are placed at the disposal of the Company during the next two years, this

loss may not be recouped during the remainder of the lease. I trust you will kindly represent this to Government as a reason for exceptional consideration in the allocation of the Budget Grants, and I would conclude by again asking, first for the sanction of Government to the proposed re-appropriation of Rs. 10,000 to meet immediate incidental expenses on surveys, &c., and second that a special grant of Rs. 8,00,000 may be made, during this financial year, for the prosecution of work on the Godhra-Dohad section of the line.

6. I am very sensible of the consideration which has, throughout these negotiations, been given by His Excellency the Governor in Council to the pressing need that exists for the early construction of the line, and I feel that the successful issue is mainly due to His Excellency's appreciation of the great advantages that will arise to the people of Guzerat and of Central India from its early construction. I venture to record in the margin an extract from a letter to my Board, summing up briefly these advantages, and I trust that you will kindly bring this prominently forward in submitting this application to Government.

Extract from Agent's despatch No. 16 of 18th April 1889, para. 171.

* * * * *

"This link (Godhra to Rutlam) lying, as it does, between two lines under the Company's control has, in my note of June 1888, been shewn to present numerous advantages, among which it may be desirable to recapitulate the most important:—

1st.—That 169,000 tons of Goods which are now carried by a circuitous route will be carried by a much more direct route.

2nd.—That the saving to the country by the shorter railway carriage of these goods amounts to Rs. 5,66,000.

3rd.—That the route forms a valuable safety valve in times of pressure on the Rajputana-Malwa Railway, which have already occurred, and which are likely to recur.

* * * * *

I have, &c.,

W. S. S. BISSET.

BOMBAY CHAMBER OF COMMERCE, 17*th October* 1889.

The AGENT, B. B. & C. I. and R. M. Railways.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 12029 W. of the 11th instant, and to thank you for the copy of your communication to the local Government, applying for funds for the early prosecution of work on the Godhra-Rutlam Railway, which you have been good enough to place at the disposal of my Committee.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 12976 W. OF 1889.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,

AGENT'S OFFICE,
BOMBAY, *2nd November* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber of Commerce, two copies of the memorandum by the Agent, dated 20th October 1889, shewing the probable financial effect of the construction of the Godhra-Rutlam Railway under the terms offered by Her Majesty's Secretary of State.—I am, &c.,

H. M. STEUART, for Secretary.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY.

BOMBAY, *20th October* 1889.

MEMORANDUM by Major W. S. S. Bisset, Agent, B. B. and C. I. Railway, shewing the probable financial effect of the construction of the Godhra-Rutlam Railway, under the terms of the Secretary of State's letters No. P.W. 938 of the 9th August 1889, and P.W. No. 1640 of the 5th September 1889.

The B. B. and C. I. Railway Company are at present working the Rajputana-Malwa Railway for a term of years ending in 1900, and the Company's interest in working the line to advantage lies in the Proprietors receiving one-fifth of the surplus profits, after allocation to Government of 5 per cent. on the total Capital outlay incurred on the whole Rajputana-Malwa Railway, which is known as the Company's "Undertaking." This "Undertaking" is a very successful one, and during the four years of the lease already expired there have been substantial surplus profits in which the Company has shared.

2. In advocating the construction of the Godhra-Rutlam Railway, the Board of Directors of the B. B. & C. I. Railway proposed that the cost of construction of the Railway (which, according to my estimates, will at first pay 4 per cent. on the probable Capital outlay of one hundred and fifty lakhs of rupees) should be provided by raising debentures in the usual way, and that the line, when made, should be an integral part of the B. B. & C. I. Railway.

3. These debentures could have been raised in the London Market at 3¼ or 3½ per cent., and the operation would have been an advantageous one, both for the Proprietors and for the Government which guarantees the stock.

4. Her Majesty's Secretary of State, however, appears to consider that the legitimate expansion of the Company's own lines is inconsistent with the interests of Government, and has decided that the Godhra-Rutlam Railway shall be constructed, not as an integral part of the B. B. and C. I. Railway, but as a part of the Rajputana-Malwa Railway, and shall be dealt with both as to Capital expenditure and working under the contract that applies to that Undertaking.

5. It now falls to me to examine the effect upon the revenues of the Company, of the construction of the Godhra-Rutlam Railway under the proposed conditions.

6. It may be premised that the necessary Capital will be raised by Government, probably one-half by borrowing in sterling in England at 3 per cent., and one-half in India at 4 per cent., and that the interest paid by Government for the necessary money will thus be 3½ per cent. over all.

7. It may also be assumed that the construction of the line will extend over three years, and that one-third of the total expenditure will be incurred each year. It has been estimated on good grounds that in the fourth year (or the first year of opening) the Railway will pay 4 per cent. on the Capital outlay, which may safely be stated in round figures at about Rs. 1,50,00,000.

8. Looking upon the further year's working in the most favourable way, I have estimated that the line will pay 4½ per cent. in the fifth year (or second year of working), 5 per cent. in the sixth year, 5½ per cent. in the seventh year, and 6 per cent. in the eighth, ninth and tenth years, after which the Company's interest in the line under the existing contract ceases.

9. The appended table shews the results of the working during each of the ten remaining years of the Company's lease, and it shews that the Government losses during the first three years will be recouped by profits during the following four years, and that at the end of ten years there will be a handsome balance of Rs. 10,65,000 profit on the operation. But on the Company's side, there is a loss at the end of the ten years of Rs. 2,40,000, and this loss will be greater every year the construction is delayed. Under these conditions, the Board of Directors, in their desire to act up to the responsibilities of their position in regard to the extension and development of Railways in the large territory over which their influence extends, have accepted the offered concession for the construction of the Godhra-Rutlam Railway, and have already urged upon the Secretary of State the importance of arranging for the immediate commencement of operations. I would now express the hope that the Government of India will, on their part, take into consideration the loss which the Company must inevitably sustain, and will be pleased to reconsider the terms of the concession, and to make such an allotment of funds that the work may not only be taken in hand at once but may be rapidly pushed on to completion.

W. S. S. BISSET.

GODHRA-RUTLAM RAILWAY.

Statement shewing the probable financial results to Government and to the Proprietors of the B. B. & C. I. Railway.

1	2	3	4	5	6	7	8	9	10		
Year after commencement of work.	Capital Outlay to date.	Interest paid by Government for the Capital borrowed at 3½ per cent.	Interest charged in the accounts of the Company's undertaking.	Estimated net Earnings of the Railway.		Deficit of net Earnings from or excess over, 5 per cent. on Capital Outlay.		Company's share of columns 7 & 8, *viz.*, ⅛th.		Financial result to Government considering columns 3, 6, 9 & 10.	
				Per cent. on Capital Outlay.	Rupees.	Deficit.	Excess.	Loss.	Gain.	Loss.	Gain.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1st ...	50,00,000	1,75,000	2,50,000	0	0	2,50,000	.....	50,000	.....	1,25,000	.....
2nd ...	1,00,00,000	3,50,000	5,00,000	0	0	5,00,000	.....	1,00,000	.....	2,50,000	.....
3rd ...	1,50,00,000	5,25,000	7,50,000	0	0	7,50,000	.....	1,50,000	.....	3,75,000	.....
4th (line opened)	1,50,00,000	5,25,000	7,50,000	4	6,00,000	1,50,000	.....	30,000	.....	.....	1,05,000
5th ...	1,50,00,000	5,25,000	7,50,000	4½	6,75,000	75,000	.....	15,000	.....	.....	1,65,000
6th ...	1,50,00,000	5,25,000	7,50,000	5	7,50,000	.....	.....	.....	.....	.....	2,25,000
7th ...	1,50,00,000	5,25,000	7,50,000	5½	8,25,000	.....	75,000	.....	15,000	.....	2,85,000
8th ...	1,50,00,000	5,25,000	7,50,000	6	9,00,000	.....	1,50,000	.....	30,000	.....	3,45,000
9th ...	1,50,00,000	5,25,000	7,50,000	6	9,00,000	.....	1,50,000	.....	30,000	.....	3,45,000
10th ...	1,50,00,000	5,25,000	7,50,000	6	9,00,000	.....	1,50,000	.....	30,000	.....	3,45,000
Total ...	....	47,25,000	67,50,000		55,50,000	17,25,000	5,25,000	3,45,000	1,05,000	7,50,000	18,15,000
					Net Loss in 10 years to the Compy.			Rs.	2,40,000	Net gain to Govt.	10,65,000

BOMBAY CHAMBER OF COMMERCE, *7th November* 1889.

The AGENT, B. B. & C. I. & R. M. RAILWAYS, Bombay.

DEAR SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to acknowledge, with thanks, the receipt of your letter 12976 of the 2nd instant, and of the accompanying copy of memorandum shewing the probable financial effect of the construction of the Godhra-Rutlam Railway under the terms offered by H. M.'s Secretary of State.—I am, &c.,

JOHN MARSHALL, Secretary.

No. P. W. 938.

INDIA OFFICE, WHITEHALL, S. W.,
August 9, 1889.

T. W. WOOD, Esq., Secretary, B. B. & C. I. Ry. Co.

SIR,—I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letters of the 10th May and 21st June, 1889, expressing the hope of the Directors of the B. B. & C. I. Railway Company that sanction may be given to the construction of the Godhra-Rutlam line as a part of the general undertaking of the Company.

In reply, I am directed to inform you that Viscount Cross is prepared to sanction the construction of this line, with money to be advanced by the Government, when the financial arrangements of the Government of India admit of it, on the understanding that the line shall be treated as a portion of the Rajputana-Malwa system, and both as to capital expenditure and working should be dealt with under the contract that applies to that system.—I am, &c.,

JOHN E. GORST.

No. 928 of 1889.

BOMBAY, BARODA, and CENTRAL INDIA RAILWAY,

45, Finsbury Circus, London, E.C.,
17*th August*, 1889.

To the UNDER-SECRETARY of STATE for INDIA.

SIR,—I am directed to acknowledge the receipt of your letter, No. P. W. 938 of the 9th instant, intimating that "Viscount Cross is prepared to sanction the construction of a railway from Godhra to Rutlam, with money to be advanced by Government, when the financial arrangements of the Government of India admit of it, on the understanding that the line shall be treated as a portion of the

Rajputana-Malwa Railway system, and both as to capital and working should be dealt with under the contract that applies to that system;" and, in reply, to state that my Directors accept the proposed arrangement, and hope the Secretary of State will at once give the necessary directions for the preparation of the required contract, in order that the work may be put in hand, as the construction of an alternative route to the Western-Rajputana Line for the carriage of the export trade of the northern districts of the Rajputana-Malwa Railway admits of no delay, if that line is not to be blocked through the increasing pressure of traffic which must be anticipated.

2. The Board presume that interest will not be charged against the Rajputana-Malwa Railway revenue for any part of the capital to be expended on it until such time as the portions of the railway on which that capital has been laid out are opened to public traffic, and, moreover, that in accordance with the views of the Government of India, as laid down in para. 28 of their despatch No. 202 R. of 31st October, 1887, to the Secretary of State, the railway from Godhra to Rutlam is to be on the broad gauge.

3. In view of the heavy works required on some portions of the line inaccessible by any existing roads, the Board consider it essntial to commence the railway at both ends simultaneously, and they hope that the Secretary of State will instruct the Government of India that sufficient funds should be placed at the disposal of the Company to permit of its completion within two years. It is intended, if the Secretary of State does not object, to utilise, in building this railway, all available stores in India, whether belonging to the Bombay, Baroda, and Central India, or Rajputana-Malwa Railway, in order that the outlay of money may be reduced to the lowest practicable limits, and the Agent of the Company will be instructed to this effect.

4. The Board will, I am to add, be ready to take temporarily from Government such members of the Public Works Establishment as may be needed and as Government can spare, in addition to the Company's present staff, to carry out the works between Godhra and Rutlam. The Agent of the Company will have, of course, to be consulted in the nomination of the officers.—I have, &c.,

T. W. WOOD, Secretary.

P. W. 1640.

INDIA OFFICE, WHITEHALL, S. W.,
5th September, 1889.

To the SECRETARY, B. B. & C. I. Railway Co., 45, Finsbury Circus.

SIR,—I am directed by the Secretary of State for India to acknowledge receipt of your letter, No. 928 of the 17th August, 1889, stating that the Directors of the Bombay, Baroda and Central India Railway Company accept the arrangement proposed in my letter of the 9th ultimo for the construction by the Company of a railway from Godhra to Rutlam, and expressing a hope that the necessary contract will be prepared in order that the work may be put in hand at once.

In reply, I have to inform you that there is no present prospect of the immediate prosecution of this work, and that, as was before intimated, it must first be ascertained when the financial arrangements of the Government of India will admit of their advancing the requisite funds for the construction of the line in question. The Secretary of State has recently addressed the Government of India on the subject, and a copy of your present letter will also be forwarded to that Government.

The two points referred to in the second paragraph of your letter under reply will be dealt with on receipt of a further communication from the Government of India; but, meanwhile, I am to point out that, under sections 28 and 39 of the contract for working the Rajputana Railway under which the work would be carried out, interest will be chargable on all sums advanced by the Secretary of State from the date on which the advances are made.—I am, &c.,

HORACE WALPOLE.

BOMBAY, *9th September*, 1889.

From the AGENT, to the Consulting Engineer for Railways, Bombay.

SIR,—I herewith enclose copies of papers received by the last mail, from which you will observe that H. M.'s Secretary of State has sanctioned the construction of the Godhra-Rutlam line, with money to be advanced by the Government, when the financial arrangements of the Government of India admit of it, on the understanding that the line shall be treated as a portion of the Rajputana-Malwa system, and both as to capital expenditure and working should be dealt with under the contract that applies to that system.

On the submission of the last surveys of the Godhra-Rutlam line certain emendations and alterations of the gradient were suggested by, Sir Guildford Molesworth and others; and as it is a matter of the utmost importance that these improvements should, if found possible be introduced, I would ask the favour of your obtaining the immediate sanction of Government to my organising a survey party to undertake this revision.

I shall address you later on the subject of the establishment required for the prosecution of the work, and also upon the subject of funds; but for the present I would propose, with your approval, to allocate Rs. 10,000 from the capital grant of the R. M. Railway against which the expenses of the survey could be charged.

W. S. S. BISSET, Agent.

APPENDIX M.

THE AHMEDABAD-DHOLLERA RAILWAY.

PROSPECTUS.

THE AHMEDABAD-DHOLLERA RAILWAY COMPANY.

(PROPOSED).

Capital Rs. 19,25,000 in 3,850 shares of Rs. 500 each.

It is proposed to form a Company for the construction of a light Railway on the 2½ feet guage from Whittle Bandar, the port of Dhollera, to Ahmedabad. The port of Dhollera is situated near the head of the Gulf of Cambay, only 73½ miles from Ahmedabad, and 77 miles from the Sabarmati Station on the Rajputana-Malwa Line, which, to avoid crossing the Sabarmati River, would be the Terminus of the proposed line. Although the Government have never even constructed a road to Dhollera, and it cannot be approached at present by land or sea during the monsoon, its unrivalled geographical position continues to make it the cheapest and most favourable line of communication between Bombay, Guzerat, and Northern India, and it even at the present day competes favourably with the B. B. & C. I. Railway. A new wharf was constructed four years ago, called the Whittle Bandar, close to the sea itself, and with no channel liable to silt up as at Bhavnagar. The Assistant Collector of Salt Revenue reported upon it as follows in his letter No. 854 of 11th July 1889 :—

"Owing to the close situation of the Whittle Bandar to the sea, native craft are able to approach and leave the port at any tide, and the result is that the trade has increased yearly, as will be seen from the following comparative table, and will undoubtedly continue to do so :—

Years.	Imports.	Exports.	Vessels entered.
1886-87	7,16,279	14,95,613	550
1887-88	9,52,923	18,07,290	536
1888-89	14,33,078	25,16,213	790

A kutcha made (and bridged) road (7 miles in length) from the Bandar to Dhollera which is kept in fairly good repair helps to improve the trade of the port."

The following are the principal articles of the import and export trade for 1888-89 as registered by the Customs House Officers :—

ARTICLES OF IMPORT.

Names of Articles.	Quantity.	Value.
		Rs.
Cotton Piece Goods ... ...Yds.	496,319	59,073
Cocoanuts ... ... No.	5,242,312	1,42,463
Rice ... ...Cwt.	46,122	1,95,570
Wheat ... ... ,,	5,991	23,057
Jowari and Bajri .. .. ,,	103,892	3,10,232
Iron ... ... ,,	5,364	32,400
Kerosine Oil ... ... Gal.	61,600	31,689
Gingelly Oil ... ... ,,	32,258	38,420
Dry and Wet Dates ... ...Cwt.	25,103	1,01,106
Sugar and Sugar-candy... ... ... ,,	5,557	65,261
Molasses	41,426	2,49,325
Wood... ... ... { Cub. Tons. / Tons.	330 / 790	31,024
Miscellaneous	.....	1,53,458
Total.....	.....	14,33,078

ARTICLES OF EXPORT.

Names of Articles.	Quantity.	Value.
		Rs.
Cotton, raw ... ...Cwt.	90,593	24,60,263
Treasure	.....	26,500
Miscellaneous	.....	29,450
Total.....	.....	25,16,213

The following table shows the distances from Ahmedabad by rail to Dhollera compared with other competing ports :—

	Miles.
Bombay to Ahmedabad	309½
Bhavnagar to Ahmedabad.....	182¾
Dhollera to Ahmedabad.....	77

The following are the distances to Mehsana by rail :—

Bombay to Mehsana	351
Bhavanagar to Mehsana, *vid* Viramgam.....	182½
Dhollera to Mehsana	120

The cost of a ton of goods from Bombay to Ahmedabad by B. B. & C. I. Railway (the cheapest quotation) is Rs. 12-14-0.

The cost of conveying a ton of goods from Bombay to Ahmedabad *via* Dhollera, is, plus insurance at ½ per cent. *ad valorem*—

* By country craft to Dhollera.....	2 to 3
* By cart to Ahmedabad*.....	8 to 10
Total Rs....	10 to 13

* Grain, Re. 1-8 to Rs. 2½ per 54 maunds.
Matches, Re. 0-8 „ 8 „
Kerosine oil, Re. 1-0 „ 20 „

It is estimated that if a Railway existed, goods could be laid down in Ahmedabad from Bombay at Rs. 6-0-0 per ton. It is clear, therefore, that if a Railway were made there would be a great rush of through traffic for 8 months in the year while the port is open, and as the proposed line will pass the towns of Dhollera, 12,500 inhabitants, Koth 4,000, Dholka 20,000, Baola 4,000, there will be a good deal of local traffic, especially between Ahmedabad and Dholka (the capital of the Taluka of that name), which will probably be joined to the new line by a branch about 4 miles in length. An embanked road from Dholka to Baola already exists, and there is constant communication between Ahmedabad and Dholka. The latter place (Dholka) is celebrated for its fruits and vegetables, which will find a market in Ahmedabad. Dhandhuka, with 10,000 inhabitants, which is now 19 miles from the Rampur Station on the Bhavnagar-Gondal Railway, will be only 12 miles from the line. Ahmedabad itself has a population of 1,20,000 inhabitants, is the junction of three Railways, and has now 8 spinning and weaving mills at work. The line passes through one of the richest cotton fields in India, and the celebrated "Fair Dhollera" cotton takes its name from the terminus. Large quantities of rape and other seeds from Rajputana and the north may also be expected to pass over the line, while the growing mill industry of Ahmedabad will import coal in substitution for the wood which is now burned which is daily becoming more expensive. Kerosine oil, cocoanuts and timber will also be imported in large quantities. In 1863 the value of the trade of Dhollera and Ahmedabad was 4 crores and 75 lacs. The cessation of the American War and the opening of the Railway to Ahmedabad reduced it. In 1870 the value was only 1 crore and 70 lacs, and the subsequent further opening of Railways and the improvement of Bhavnagar, together with the unsatisfactory state of the old Bandar, kept on reducing the trade. Yet Dhollera has held its own ; and with its present excellent Bandar, a light Railway is all that is wanted to renew its old prosperity.

The line will be 77 miles in length on a perfectly flat plain with no cuttings. A made and metalled embankment exists for 21½ miles from Ahmedabad to Baola, and another made but not metalled from Dhollera to Whittle Bandar, 7¾ miles in length, so that only 47¾ miles of bank will need to be constructed. There are only three streams to cross, the Onkar, already spanned at Phedra by a bridge which will carry the Railway, the Bhogawa, for which a very favourable site has been chosen by the Executive Engineer (who estimates the cost of a low level bridge, such as crosses the Mahi at Plai at

* Cartage from the Bandar to Dhollera. 7¾ miles, alone costs more than half the freight from Bombay to the Bandar.

Rs. 75,000), and the Bhadar which will cost Rs. 50,000. The country was surveyed recently for a road, and another route *vid* Bholad would be nearly 3¼ miles shorter, but the crossing of the Bhogawa would be more expensive.

	Rs.
The cost of making the Morvi Line, rolling-stock, rock-cuttings and all included has been per mile	18,000
The Jodhpur Line	20,000
The Gaekwar's State Railway.....under	23,350

It is proposed to have 30 lbs. steel rails instead of 24 lbs. (such as are on the Gaekwar's line), and allowing for the portions of the bank that are made, and providing for expenditure at Whittle Bandar and Sabarmati, the termini, 10 Engines, 300 Wagons and 50 Passenger Cars, the cost may safely be put down by a liberal estimate at per mile..... Rs. 25,000

The cost of the line will therefore be 77×25,000=Rs. 19,25,000 or 19¼ lacs.

The appended detailed estimate shows the liberal provision that has been made for all the items.

	Rs.
The average earnings of the B. B. & C. I. are per annum per mile.....	27,633
The Rajputana-Malwa Railway	11,184
The Wadhwan Extension	10,000
The Godhra Extension	8,000

The estimated earning of the Rutlam Extension are Rs. 9,000.
It will be quite safe therefore to assume the earnings of the Dhollera-Ahmedabad Railway at Rs. 5,000
The gross earnings may therefore be estimated at Rs. 3,85,000.
The cost of working the B. B. & C. I. Railway comes from 36·5 to 40 per cent. of the gross earnings. It will be quite safe therefore to assume that the working expenses will not exceed 60 per cent., or Rs. 2,31,000.

Balance available for dividend Rs. 1,54,000, *i.e.*, 8 per cent. on the subscribed Capital.

There is a sum of Rs. 1,50,000 in the Dharam Talav Fund, which stands in the name of the Collector, and which would be invested in the Railway.

The District Local Board will, it may be taken for granted, gladly give the free use of the road, ways, and bridges already made. And the Company will probably succeed in obtaining most of the remaining land free, as it belongs to Talukdars who are interested in the Railway. Government, perhaps, would give such land as has to be purchased.

Gentlemen interested in the scheme are requested to communicate with the undersigned, who will receive applications for shares, to be issued on the formation of the Company. Mr. James, Collector of Ahmedabad, has informed the undersigned that he will be glad to give any information in his power.

MANSUKHBHAI BHAGABHAI,
Hon. Secy., Provisional Committee.

AHMEDABAD, *3rd August* 1889.

ESTIMATE FOR A RAILWAY FROM DHOLLERA TO SABARMATI.

		Miles.
1.	Sabarmati to Ellis Bridge...	... 3½
2.	Ellis Bridge to Baola	... 18
3.	Baola to Dhollera *viâ* Arnej and Phedra	.. 47¾
4.	Dhollera to Whittle Bandar	... 7¾
	Total.....	77 miles.

Sections Nos. 1 and 2 are made and metalled. No. 4 is made but not metalled.

		Rs.
For alterations to sections 1, 2 and 4 allow, say		15,000
Road from Baola to Dhollera, 47¼ (say 48) miles, at Rs. 5,000		2,40,000
Low Level Bridge over the Bhogawa 400 running feet at Rs. 180=72,000 Rs., say ...		75,000
Do. over the Bhadar...		50,000
Strengthening Bridge at Phedra		10,000
Total Road.....Rs.		3,90,000
30 lbs. steel rails with fish plates and dog nails at* per mile	£	400
Add for delivering Bombay		40
	£	440
Exchange at 1s. 4*d.* ... ... Rs.		6,600
Carriage from Bombay to Ahmedabad ...		350
Rs.		6,950
Sleepers, wooden		2,700
Cost of laying at 8 annas per yard		880
Fittings, sidings, &c., per mile		1,000
Total coast per mile of Permanent way.....Rs.		11,530
Or, say— ——— ——— ———Rs.....		12,000 per mile
For 77 miles = ...		9,24,000

10 Locomotives at £615, suitable for leading 100 tons on level and 34 tons up 1 in 50=

£ 615 × 10 =	£6,150
Freight.....	615
	£6,765
Exchange at 1s. 4*d.* Rs.	1,01,475
Carriage, say...Rs.	6,000

	Rs.
Rs. 1,07,475, or say	1,07,500
300 Goods Wagons at Rs. 600	1,80,000
50 Passenger Cars	50,000
Total Rolling Stock.....Rs.	3,37,500

* Weight 50 tons per mile.

ABSTRACT—	Rs.
Road	3,90,000
Permanent Way	9,24,000
Rolling Stock...	3,37,500
Total.....	16,51,500
Or, say.....	16,50,000
Add for 10 Stations at Rs 10,000 each ...	1,00,000
	17,50,000
Add for Land,* Junction—Works and Contingencies	1,75,000
Grand Total.... Rs.	19,25,000

NOTE—
77 miles at Rs. 25,000= Rs. 19,25,000

3rd August 1889.

PROSPECTUS.

THE AHMEDABAD-DHOLLERA RAILWAY COMPANY.

Capital Rs. 19,25,000 in 3,850 shares of Rs. 500 each.

PROVISIONAL COMMITTEE.

Chairman.
R. B. RANCHORELAL CHOTALAL, C.I.E.

Members.
Nugarsheth Manibhai Premabhai.
Rao Bahadur Bechardas Ambaidas, C.S.I.
Rao Saheb Sarabhai Maganbhai, K.
Sheth Mulchandbhai Hathising.
Khan Saheb Syed Musamia Ahmedali.
Rao Saheb Trikamlal Wadilal.
Sheth Jeebhai Kewaldas.
Rao Saheb Varajrai Sakerlal.
Mr. Khushaldas Gokaldas.
Sheth Keshavlal Khushaldas.
Mr. Mulchand Hathising.
(With power to add to their numbers.)

Honorary Secretary.
Mr. Munsookhbhai Bhugoobhai, Banker.

Bankers. *The Ahmedabad Branch of the Bank of Bombay.*

The separate prospectus that has been published to show the material advantages accruing from the execution of the Company's scheme in view will supply all necessary information.

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* Almost all of the land belongs to Talukdars, who may give it *gratis*. The Thakore Sahib of Limbdi has already promised to give land free in his villages which are crossed by the line.

The allotment of shares has been commenced ; a considerable number has been taken up in a short time, and it is expected that the allotment of the remainder will soon be completed.

Gentlemen desiring to be shareholders of the Company are therefore requested to send in their applications as per form appended.

The applicant should deposit a sum of Rs. 5, in the Ahmedabad Branch of the Bank of Bombay, per share before allotment.

After all shares have been taken up, calls will be made for payment as under :—

Each call shall not exceed Rs. 100 and each successive call shall be made at an interval of not less than two months.

When one-third of the number of shares have been allotted, the Company will be registered as usual. In case the Company is not registered, the deposit of Rs. 5 per share will be returned to the parties concerned. Meanwhile, it has been arranged that thirteen gentlemen should subscribe Rs. 500 each as a guarantee-fund for this, and all but two, who are at a distance, have already given their guarantee accordingly.

The Company propose to undertake this scheme, provided that the Ahmedabad District Local Board allows the use *gratis* of roads, ways and bridges already made, and that the Government promises to do all in its power to maintain the Dhollera Bunder in good order. The District Board has already accorded its sanction.

An application to Government has already been made.

Early application for shares is therefore desired. Shares will be allotted according to priority of application.

Since the publication of the first prospectus, the promoters are advised that it is desirable to have a metre guage Railway between Ahmedabad and Dhollera instead of a 2′,, 6″ guage as first proposed. The reason of this change is that the break of guage at Sabarmatti, will be avoided, and another advantage is that in all probability the expenditure of purchasing and maintaining Rolling Stock, the value of which is estimated at Rs. 3,37,000, will be saved. The promoters hope that the Rajputana-Malwa Railway authorities may be induced to lend them rolling stock on their agreeing to pay 50 per cent. of the gross Revenue, which would be a very desirable arrangement. They are further informed that the Jodhpur line is entirely worked by the Rajputana Railway authorities, on condition of receiving 50 per cent. of the gross revenue, the Rajputana Malwa Railway bearing all the expenses of establishment, fuel, stores, &c., and supplying all the rolling stock required. It is possible that a similar arrangement might be effected by which this Company might safely calculate to receive half the gross revenue without spending anything upon rolling stock.

In the first prospectus the working cost was estimated at 60 per cent. and a sum of Rs. 3,37,000 was estimated for the purchase of rolling stock. So assuming that we can come to an arrangement of the kind with the Rajputana Railway, the prospects of the Company will be greatly improved.

Moreover, it is expected that about 35 miles of surplus rails on the metre gauge can be purchased, which might cost about Rs. 2,800 per

mile laid down in Bombay, and we previously estimated rails at over Rs. 6,000, so that there will be a saving in that item for 35 miles.

AHMEDABAD, 26*th August* 1889. } MANSUKHBHAI BHAGUBHAI, Hon. Secy., Provisional Committee.

AHMEDABAD-DHOLLERA RAILWAY COMPANY.

PROCEEDINGS of a Meeting held at the Cutcherry at Ahmedabad, 3*rd August* 1889.

H. E. M. JAMES, Esquire, Collector, in the Chair.

Nagarsheth Manibhai Premabhai; Rao Saheb Sarabhai Maganbhai; Rao Bahadur Bechardas Ambaidas, C.S.I.; Rao Bahadur Runchorelal Chotalall, C.I.E.; Khan Saheb Musamia Ahmedalli; Rao Saheb Trikamlal Wadilal; Mr. Panachand Zaver; Rao Saheb Ishwarlal Ochavram; Rao Saheb Varajrai Sakarlal; Mr. Narotam Gulabchand; Sheth Mansukhbai Bhagubhai; Rao Saheb Mulchand Hathesing; Rao Saheb Chimanlal Kapurchand; Rao Bahadur Narsiram Vajiram; Mr. Liladhardas, Karbhari of Wala; Mr. Meghabhai, Karbhari of Utelia; the Karbhari of Gamph.

After speeches by Rao Bahadur Runchorelal and Bechardas, Mr. Ishwarlal, Sheth Mansukhbhai, and other gentlemen, the following Resolutions were passed:—

RESOLVED—That this Meeting highly approves of the draft project, and considers it worthy of the meeting's support.

RESOLVED—That the following Provisional Committee be appointed to further the promotion of the scheme, to ascertain how many shares will be taken up in advance, to draw up proposals for the formation and management of a Company, and to ascertain what assistance may be expected from Government:—

NAMES OF COMMITTEE.

Nagarsheth Manibhai Premabhai,
Rao Bahadur Bechardas Ambaidas, C.S.I., of the Bechardas Spinning and Weaving Mill,
Rao Bahadur Runchorelal Chatalall, C.I.E., of the Ahmedabad Spinning and Weaving Co.,
Mr. Mansukhbai Bhagubhai, of the Gujarat Spinning and Weaving Co., and the Gujarat Ginning and Manufacturing Co.,
Sheth Sarabhai Maganbhai, of the Ahmedabad Manufacturing and Calico-printing Co.,
Mr. Trikamlal Wadilal,
Syed Musamia Ahmedalli,
Mr. Varajrai Sakarlal,
Mr. Mulchand Hathesing,

with power to add to their number. Mr. Mansukhbai Bhagubhai to be Honorary Secretary.

RESOLVED—That the Provisional Committee be requested to ask Government for a free grant of the land and to keep the Whittle Bandar in order by making the necessary repairs.

H. E. M. JAMES,
Chairman of the Meeting.

APPENDIX N.

LEGISLATION REGARDING RAILWAY RECEIPTS.

BOMBAY, 26*th August*, 1889.

JOHN MARSHALL, Esq., SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—Your attention has probably been called to a recent decision of the First Judge of the Small Causes Court in a case in which we represented an assignee for value of a railway receipt holding that a railway receipt of the Southern Maratha Railway was an instrument of title under section 103 of the Contract Act, and as such negotiable by endorsement in the same manner as a bill of lading.

A case has been stated to the High Court on this point at the instance of the unpaid vendor, but in the meantime we have been instructed by a large number of the leading native grain merchants of Bombay to draft a petition to Government, praying that a short Act may be passed, putting the railway receipts of all companies on the same footing as bills of lading, that is, declaring them negotiable by simple endorsement.

We think this is a matter of great importance to the mercantile community, who, we are informed, frequently advance as much as 90 per cent. of the value of the goods upon the mere endorsement over of the railway receipt. And yet, owing to the many conflicting decisions of the courts, it is exceedingly doubtful whether their claim thereto would hold good in a court of law in the case of stoppage in transitu by the unpaid vendor.

Under the above circumstances we shall be obliged, if you will inform us, whether the Chamber has given the subject consideration, and proposes to take any action in the matter.

We shall be happy to send you a copy of the petition, we think of sending to Government, as soon as the same is drafted, if you would like to see it.

If the Chamber should decide upon making any representation to Government, we shall be much obliged if you will send us a copy of the communication they send forward.

If our clients can act in concert with the Chamber, we need scarcely say they will be most happy to do so. And any suggestion your committee may feel disposed to make as to the most desirable mode of procedure will receive every consideration.—We are, &c.,

CHALK, WALKER AND SMETHAM.

CHAMBER OF COMMERCE, Bombay, 4*th September*, 1889.

Messrs. CHALK, WALKER and SMETHAM, Bombay.

DEAR SIRS, —I am directed to acknowledge the receipt of your letter of 26th ultimo calling the attention of the Chamber to a recent decision in the Court of Small Causes respecting the negotiable value of railway receipts, and suggesting that the Chamber should make a representation to Government as to the desirability of legal measures being taken for rendering railway receipts negotiable instruments, carrying a title to property in the same way as bills of lading.

2. In reply, I am directed to inform you that the subject is one to which this Chamber has given very great attention, and during the past three years succeeding committees have vigorously impressed on the Government of India the importance and necessity of legislative action on the lines you suggest. I send herewith a copy of the Chamber's annual report for the year 1886, in which you will find at pp. 63 to 65 and 452 to 460 the beginning of the correspondence with Government. I also send you a copy of last year's report, which will enable you to see how the matter now stands.

3. The position practically is that owing to the adverse opinions expressed by some of the railway administrations presumably on the other side of India, Government have declined to accede to the request of the Chamber that either a short enactment should be passed or that a clause should be added to the new Railway Bill, giving railway receipts the status required. The public, however, have never been afforded an opportunity of criticising the adverse opinions which Government say they have received from the railway authorities, and my committee consider that an independent memorial, such as you propose, would be of the greatest service in bringing the matter again prominently to the notice of Government, and paving the way to a free and open discussion of the entire question.

4. With your permission the committee think it would be advisable to publish your letter and this reply in the local newspapers with a view to enlightening the outside commercial community as to what has been done in the matter, and they will be glad to learn that you sanction this course.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, *4th September*, 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—We have to thank you for your letter of the 4th inst., together with the Chamber's annual reports for 1886 and 1888, and are gratified to find that the views of the Chamber as to the desirability of making railway receipts documents of title have been for so long and still remain identically the same as those of our clients.

We agree with the Committee in thinking that the public, who are the persons most interested in the modification of the law proposed, should have an opportunity of discussing the reason, which the dissenting railway administrations have for their opposition, and if your Committee think that this object will be promoted by the publication of our correspondence, we have no objection to this being done. On the contrary, we think some advantage may well be expected to result from publication, especially if it be followed, as we hope it will be, by a discussion and the expression of opinions of others on the subject.—We are, &c.,

CHALK, WALKER AND SMETHAM.

APPENDIX O.

TARE ON COTTON IN GOVERNMENT RAILWAY RETURNS.

BOMBAY CHAMBER OF COMMERCE, 17*th July* 1889.

The EXAMINER of Guaranteed Railway Accounts, Bombay.

SIR,—I am directed by the Committee of the Chamber to draw your attention to your mode of computing the net weight of cotton in the returns of the rail-borne traffic prepared and issued quarterly. The deduction apparently made for tares is 5 per cent. which my Committee consider materially in excess of the actual, and they direct me to suggest that you should substitute 3 per cent. in your returns for the future. Even the latter figure is a full allowance in the way that cotton is now packed, but it would harmonise with the allowance made by this Chamber in their returns and would certainly be sufficiently exact for all practical purposes.

I shall be glad to know if you can adopt this suggestion, and if so, from what period.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{\text{L. T.}}{475}$ OF 1889-90.

BOMBAY, 20*th July* 1889.

From the EXAMINER of Guaranteed Railway Accounts, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of 17th instant, I have the honor to state that the Government of India fixed the rate of deduction for cotton raw at 5 per cent., and I regret therefore that I am unable to make any alteration without the sanction of that Government.

2. I would suggest that the matter might be represented to the Government of India by your Chamber.—I have, &c.,

C. M. MOBERLY, Col., Examiner of Railway Accounts.

BOMBAY CHAMBER OF COMMERCE, *27th July* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Revenue and Agriculture, Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to call your attention to the excessive allowance made for tare on cotton in the returns of traffic on railways published by the sanction of Government. The deduction made from the gross weight is 5 per cent; but, as cotton is now packed, 3 per cent. would be a very full allowance and is the basis on which this Chamber makes up its cotton statistics.

My committee would beg to suggest your altering the allowance for tare to 3 per cent. from the beginning of this financial year, and carrying on the comparisons with previous years on the same basis.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 538 Stats.
11-59

REVENUE AND AGRICULTURAL DEPARTMENT.
(STATISTICS)

SIMLA, 14*th November* 1889.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Offg. Secretary to the Government of India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In thanking the committee of the Chamber of Commerce, Bombay, for the suggestion made in your letter of the 27th July last that the allowance for tare on cotton entered in the Rail-borne trade Returns should be reduced from 5 to 3 per cent., I am directed to say that orders have been issued for giving effect to the suggestion from 1st April 1890, the beginning of next financial year. The returns for two quarters of the current year have already been published and the earlier introduction of the change would be inconvenient.—I have, &c.,

W. L. DALLAS,
For Offg. Secretary to the Government of India.

APPENDIX P.

TREASURY BALANCES.

BOMBAY CHAMBER OF COMMERCE, *26th April* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 234 of 12th January replying to this Chamber's letter of 4th October 1888 respecting the withdrawals of a portion of the Government balances from the Bank of Bombay in July last, and a suggestion that Government might, in periods of monetary stringency, utilise such margin of its unemployed Treasury balances as could be safely dealt with, in making short loans to the Presidency and Exchange Banks on the security of Government Paper.

2. My Committee desire me to express the thanks of the Chamber for the promptitude and courtesy with which His Excellency the Governor General in Council has discussed their suggestions, and even should the correspondence lead to no result they consider that the information afforded in Mr. J. Westland's able "Note on the Management of the Government Balances" has been of decided public interest and advantage.

3. In so far as regards the withdrawals of the proceeds of the last Rupee loan from the Bank of Bombay the Committee acquiesce in the desire expressed by Government that the discussion should terminate. The transaction and all the influences connected with it are past, and in the publicity which has been given to the attendant results the object which the Committee had in view has probably been attained. But further consideration, aided by the perusal of the letter and its annexure now under acknowledgment, does not lead them to alter their views as to the desirability, both in the interests of Government and the trade and commerce of the country, of utilizing the surplus Treasury balances in the manner previously suggested, and they therefore respectfully crave permission to recur to the subject.

4. In the first place the Committee venture to think that some misapprehension exists as to the exact nature of the Chamber's proposals. In Mr. Westland's Note, as also in the covering letter, it is to a certain extent assumed that in speaking of the unemployed balances the Chamber had suggested that the entire Treasury balances should be liberated for trade uses, but in their letter of 9th August, the Committee explicitly stated that they were aware a large floating balance was required for public purposes and their suggestion was that only the unemployed portion should be turned to profitable account. And again in their second letter of 4th October, they merely proposed to deal with "such sums as Government safely had available."

5. This manifestly could only be taken to mean the margin of funds, if any, remaining unused in the hands of Government after providing for all requirements, actual or contingent, and if the answer had been that no such margin existed and that the full amounts of the Treasury balances were actually employed for public purposes the discussion must have then and there terminated. So far from this being the case, however, my Committee respectfully submit that the figures given in Mr. Westland's Note are practically in accordance with and support those quoted by the Chamber. The difference such as it is, indeed, goes to strengthen—rather than weaken—the position which the Committee assumed, as they took the total Treasury balances during the three previous years as having fluctuated between 10½ crores and 13½ crores of rupees, of which they expressed the belief some considerable portion could be made available for trade purposes if such course were ultimately deemed advisable. The statement given in Paragraph 11 of the "Note" is for two years only but it shows that in that period the total balance was never below 1,030 lakhs, while it once touched 1,541 lakhs, the average of the five months, February to June inclusive, taking both years together, being 1,235 lakhs. Against this Mr. Westland demonstrates that a minimum sum of 8 crores is required to work the finances of the country with an occasional margin of two crores. In other words, between February and June of 1888 and 1887 respectively, the Finance Minister was in a position to have given out from 435 to 235 lakhs of rupees on which a high average rate of interest could have been earned, to the benefit of Govern-

ment and, in the opinion of the Committee of the Chamber, to the great advantage of the general trade of the country.

6. In Mr. Westland's Note, paragraph 15, it is stated that the amount available for loans at the Presidency towns rarely exceeds 200 lakhs, but presumably the period during which the maximum figure would be reached would be during the months just mentioned when the largest collections of revenue are made, and if so, the average sum available would probably, even on this showing, exceed the minimum of the two figures deduced as above from the tabular statement. It is not going too far, my Committee think, to say therefore that 2½ crores may be taken as generally serviceable for other than Government purposes from February to June of each year, and that sum, equivalent as it is to about four-fifths of the accommodation which the Bank of Bombay is able to afford the public during the busy season of the year, would have a most important and beneficial influence on the chief money markets throughout India during the period indicated.

7. As the facts which Government have been good enough to place at the disposal of the Chamber thus clearly show that there would be no insuperable difficulty in giving effect to the suggestions which the Committee have ventured to offer, they regret that the decision which His Excellency the Governor-General in Council appears to have arrived at on general principles is likely to preclude the opportunity of a trial being accorded to them. Had that been possible, my Committee feel convinced that many of the objections urged would prove theoretical and disappear in practice. What occurred fifteen years ago for instance can scarcely be taken as a certain guide to probable results now under totally different conditions. At that time the Government balances were virtually left in the hands of the Presidency Banks who had learned—wrongly no doubt—to deal with and depend upon them when occasion required very much as if they were ordinary banking liabilities. The suggestions of the Chamber, however, involve no such risk, as it is not proposed to dispense with the control which the Reserve Treasuries give over the surplus balances, but merely that when the officials controlling Government finance find they have certain amounts which are not needed for public purposes for sixty, thirty or even fifteen days, they should be prepared to place them

at the disposal of the trade of the country for one or other of these periods—if the trade of the country is calling for the facility—on a perfectly secure basis. It must not be forgotten that in 1874 the system of telegraphic Council drafts had not been adopted. Since their introduction they have acted as a safety valve to the money market rendering the possibility of a financial crisis much more remote than when the banks had to depend on mail remittances or importations of silver to meet their liabilities, and from this cause alone the Committee of the Chamber consider that the course they propose would be unattended by many of the objections which might fairly have been entertained a few years ago.

8. Nor can my Committee coincide in the view which paragraph 5 of letter No. 234 gives expression to that "*if advances were systematically made by Government during the busy season there would be a tendency to reduction of the working balances of the country to an unsafe minimum and the consequent risk of panic*" and that "*Banks would also be increasingly anxious to profit by such loans, and tempted to enter upon speculative operations with the resources placed at their disposal by the State, allowing their own reserves to fall below the limit of safety.*" This opinion, the Committee respectfully submit, embodies to some extent a misconception of the true character of the Chamber's proposition, inasmuch as advances on Government Paper could scarcely be called placing the resources of the State at the disposal of the Banks, nor would it be unjustifiable on the part of the Banks, or at all exceeding the legitimate limits of safe banking to utilise their holdings of Government Paper temporarily in the ordinary course of business. Banks invest in securities like Government Paper with this distinct purpose in view and instead of adding to their resources by taking advances upon it they would merely be rendering them liquid and available. The same thing, my Committee are of opinion, would hold good regarding the working balances of the country at large, as the money advanced on Government Paper would not leave the country, but would only be disseminated for a time to be returned to the Government Treasuries when the demand for it subsided.

9. To the anticipation that advances of the nature proposed by the Chamber would be an objectionable competition

with the Presidency Banks the Committee would not be disposed to attach undue weight. From the relations which they have with Government the Presidency Banks are no doubt in a certain degree *quasi* public institutions, but they are nevertheless worked, so far as profit goes, for the sole benefit of their shareholders, and it is only therefore under very exceptional circumstances that they will be likely to avail of the facility afforded by Government of borrowing from the Treasury at their published rates of discount. By that time the money market might have attained a state of stringency directly injurious to commerce and which the proposals of this Chamber are intended to mitigate or remove. This may explain itself more readily to Government from the fact that since the Chamber last had the honour of addressing Government on the subject there was a considerable interval during which the Bank of Bombay practically refused to advance upon Government Paper—so far as trade purposes were concerned—on any terms. This state of things is undeniably infrequent, but that it should prevail at all at a time when business was active and sound and general credit good, shows, my Committee consider, that the privilege extended to the Presidency Banks of borrowing from the Treasury at their published rates of discount is not adequate for the legitimate requirements of trade, and not sufficiently elastic to prevent extreme financial stringency under ordinary trade pressure.

10. The Committee of the Chamber trust that the importance of the subject will be accepted as sufficient excuse for their venturing to discuss it at length with Government, and they hope that if His Excellency the Governor General in Council does not find it practicable to accept the proposals of the Chamber in their entirety, he may yet be able with the aid of his financial advisers to suggest some acceptable mode which would enable the country to derive some economic benefit from the large sums periodically withdrawn from circulation for Government purposes. On one point there can scarcely be two opinions, and my Committee say so with all due deference, that is that a great share of the influences which combine to cause the wide fluctuations in the value of money in India at different seasons proceeds from the financial system which withholds a large

sum from circulation when trade requirements are most active, and allows it to find its way into employment when the commercial demand for money has slackened. It behoves all interested in the prosperity of the country to use every endeavour to obviate this drawback, and it is with this purpose in view that my Committee have thought it right again to approach you.

11. In conclusion, I am to state that the delay that has occurred since the receipt of your last communiation has arisen from a wish on the part of my Committee not to press for the further consideration of this intricate and troublesome problem till there was less strain on the time of those more directly connected with the financial affairs of Government.—I have, &c.,

F. FORBES ADAM, Chairman.

JOHN MARSHALL, Secretary.

(Extract from the Financial Statement for 1889-90.*)*

MANAGEMENT OF GOVERNMENT BALANCES.

105. The present year has seen a great scarcity of money in the Indian markets, which has kept the Bank rate at 12 per cent. for a considerable period, and, as usually happens in such cases in this country, the question has been raised whether Government might not in some way come to the assistance of trade.

The scarcity is no doubt owing in part to an early cotton season in Bombay coinciding with a demand for rice in Burma, and other customary requirements at this season ; but the root of the difficulty appears to be the doubtful position of silver. But for this, it seems inexplicable that for week after week there should be a difference of 9 per cent. in the rate of money in London and India, and yet that in some weeks the whole amount of bills and transfers offered by the Secretary of State should not be taken up.

106. That so high a rate of interest is prejudicial to trade is obvious, and Government has not been unmindful of the fact. The best way in which Government can assist trade is by providing that the Secretary of State's drawings shall never be curtailed for lack of money to meet them, and in one week demands for bills and telegraph transfers exceeded 77 lakhs. Arrangements are also made to grant telegraph transfers freely at a small charge between the three Presidency towns, and Government, besides keeping up the normal current balances, has further been able to offer to the Presidency Banks at Calcutta and Bombay temporary loans at their own minimum rate of interest if they cared to avail themselves of the offer.

107. As the Treasury balances are nearly two crores below last year, and in fact lower than they have been for twenty years at this season, all this would scarcely have been possible without the assistance derived from what are called "currency transfers," a system which, while preserving the Reserve of the Paper Currency Department intact for the payment of the currency notes, yet gives the advantage of a large balance that can be made available without the delay of actual remittance, wherever it may be wanted. Thus in the present month the accruing revenue of the opium districts has been allowed to remain in those districts in the charge of a currency agency, an equivalent being immediately released to the Treasury in Calcutta ; a fortnight hence this money will be wanted for payments to opium cultivators in the districts, but by that time the Land Revenue from Eastern Bengal will have been received, and being in like manner made over to the Currency Department will liberate the coin where it is wanted.

108. The charge that Government does not do all it might to assist trade, sometimes takes the form of an assertion that the currency balances should be lent out in a time of pressure This is of course impossible, as the currency balances are pledged by law to secure the convertibility of the currency notes, and can no more be lent to the market than can the gold in the issue Department of the Bank of England.

109. Another contention is, that the cash balance of the Government of India is too high. Now the question whether the Government cash balance is too high or too low, is one that must be determined by the experience of those who actually deal with that balance, and are responsible for seeing that there is sufficient money in the treasury to meet all the claims against Government.

I do not think I exaggerate when I say that every person who has experience of the actual work of dealing with the balances in this country is in favour of rather a high cash balance. The question has been frequently considered both in India and in England, and though a cash balance of 10 to 13 crores may seem enormous, yet if we reflect on the special difficulties in the way of suddenly obtaining a large amount of cash in this country, on the sudden and large demands to which Government is exposed, and on the enormous extent of country over which the balance has to be spread, it will easily be recognised that the mere fact of the cash balance being large is no proof that it is larger than is required by the wants of the case.

Some authorities hold that, if anything, the Indian cash balance has been kept somewhat too low in recent years. In that opinion I am inclined to concur. The cash balance of recent years has been low, because the claims against the Government were heavy owing to expenditure of all kinds, and it was thought desirable to avoid borrowing more than was absolutely necessary.

110. I have mentioned the allegations (1), that Government ought to lend out the currency balance, and (2), that Government keeps too high a cash balance, simply in order to clear the ground. There is no force in them, and they could only be made by persons

ignorant of the facts of the case. I now come to what is the real question, namely, the expediency of maintenance of the Reserve Treasuries in the Presidency Towns. Should the Government keep the whole of its spare cash in the Presidency Banks, or should it aim at keeping balances of tolerably constant amounts in those Banks, the surplus being kept in the Reserve Treasuries? This is a question which deserves consideration, and on which there may reasonably be a difference of opinion, though I can hold out no hope of any change in the policy of Government in this respect.

The justification for the existence of the Reserve Treasuries is to be found in the special conditions affecting the Indian money market. These special conditions are the liability of that market to extreme pressure at times, the difficulty in adding temporarily to the amount of cash by drawing on other markets, and the magnitude of the cash transactions of the Government as compared with those of the trade. Under the circumstances I have just stated, and looking to the fact that the Government in case of war, famine, or other unexpected cause, is exposed to the risk of having to meet sudden and large demands on it for cash, it was decided by Lord Northbrook's Government that it would be to the interest both of the commercial public and the Government of India that the surplus cash, for the time being, of the Government of India in excess of certain regulated balances in the Presidency Banks and the cash in Mofussil Treasuries, should be kept in Reserve Treasuries.

It was held that, if the whole of the surplus cash was kept in the Presidency Banks, trade would rely on the permanence of the resources thus supplied to it, and that, in case of a sudden demand for cash, the Government of India would either be forced to abandon its right to reduce its balance in the Presidency Banks, or risk producing a financial crisis by suddenly and largely reducing the resources of these Banks.

To show that this is not an imaginary fear, I will quote a telegram received in 1874 from the Government of Bombay :—

"Clear the line. You are placing the exchange banks and trade of Bombay in great danger. The eight Exchange Banks are indebted to the Bank of Bombay 68 lakhs of rupees, half payable on demand, secured by Government paper, and remainder in February. Their balances for current purposes in the Bank of Bombay are under 20 lakhs of rupees; balance of other customers of Bank of Bombay exceedingly low. Bank of Bombay has to meet Council Bills for 25 lakhs of rupees arrived from England this morning, and similar Bills for 20 lakhs of rupees will shortly arrive. Bills on Calcutta absolutely unsaleable. If you draw more on Bank of Bombay, they must call in the sums due from the Exchange Banks, and there will be a general panic and serious danger of stoppages."

There was at that time a Government balance of about 100 lakhs in the Bank of Bombay, and the proposed withdrawal, which called forth this startling protest from the Governor of that Province, only came to 35 lakhs. I do not think a stronger argument could be produced to show the dangers that might arise if the Government of India

reverted to the old system of keeping all its spare cash in the Presidency Banks. The arguments which weighed with the Government of India in introducing the system of Reserve Treasuries are contained in a Despatch to the Secretary of State, No. 256, dated 30th June 1874 ; it has been printed in the Appendix to this Statement. It will show that the policy of the establishment of Reserve Treasuries was adopted deliberately and in order to meet real difficulties.

111. It has been urged that Government could relieve the market by lending out the balance of the Reserve Treasuries on favourable terms to the Banks ; but if this course were followed the same difficulties that arose when the Presidency Banks held the whole of the surplus balances would again occur. Trade would become accustomed to rely on the resources furnished by the Government, and at a time of pressure the withholding of the assistance usually given by Government might have a very serious effect.

APPENDIX Q.

PROPOSAL TO INCREASE THE PROPORTION OF THE PAPER CURRENCY RESERVE INVESTED IN GOVERNMENT SECURITIES.

No. 6468.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

ACCOUNTS AND FINANCE.

PAPER CURRENCY.

To the SECRETARY TO THE CHAMBER OF COMMERCE, Bombay.

CALCUTTA, 23*rd December* 1889.

SIR,—I am directed by His Excellency the Governor General in Council to request that the Chamber of Commerce, Calcutta / Madras / Bombay, will be good enough to favour the Government of India with an expression of its opinion upon a proposal to increase the portion of the Paper Currency Reserve which is invested in Goverment securities.

2. When the issue of a Government Paper Currency was first considered by the Government of India in 1860, it was proposed to fix the limit of the portion of the reserve which might be invested in Government Securities at a fixed proportion—two-thirds—of the value of notes in circulation. But it was decided that the safer and sounder principle was to prescribe a fixed sum as the limit, that sum being somewhat less than the smallest aggregate amount of notes which experience had proved to be necessary for the monetary transactions of the country. It was considered that notes to this amount at least would always be outstanding, and that consequently it would not be necessary to keep coin in reserve for the purpose of cashing them. When this principle was adopted it was contemplated that it would be necessary to vary the limit in accordance with the circumstances of the times, and that the maximum sum that might be invested in Government securities would be fixed from time to time by legis-

lation. In the Paper Currency Act of 1861, the sum to be so invested was fixed at four crores of rupees. In 1870, in view of the facts that the note circulation had increased considerably since that limit was fixed, and that the investment in Government securities bore a much smaller proportion to the total reserve than when the Act of 1861 was first brought into operation, the limit was raised to six crores. The minimum circulation of each year from 1862 to 1870 will be found in the statement appended. The maximum limit of investment in Government securities is still six crores of rupees.

3. Since 1870 the note circulation has greatly increased, as will be seen from the statement attached. In that year, the minimum circulation was about 8¾ crores of rupees, but since 1880-81 the minimum circulation has never fallen as low as 12 crores ; for the last five years the minimum has exceeded 13 crores; and in the present year it approaches 16 crores. There is no reason to doubt that the minimum circulation in the future will continue to be at least 50 per cent. in excess of the minimum of 1870. With a minimum circulation in the present year of say 15¾ crores, the investment of the reserve remaining at six crores, the sum held in coin and bullion amounts to about 9¾ crores.

4. The primary consideration in dealing with this question must be the necessity of securing the immediate convertibility of the note under all circumstances to which we can reasonably look forward. His Excellency in Council has no doubt that the reserve held in coin and bullion at the present time is more than sufficient to secure convertibility under all ordinary conditions, and the question to be decided is whether or not it is necessary to maintain the present high rate of reserve with a view to possible difficulties of the future which may never arise. In connection with this aspect of the case, I am to call the attention of the Chamber to Section 21 (1) of the Paper Currency Act, 1882, under which the general credit of Government is pledged for the convertibility of the note. The Currency Reserve would, therefore, be supplied in case of need by the cash balance at the disposal of the Government of India, and the note would not cease to be convertible, even if the Currency Reserve was exhausted, so long as the Government of India could spare funds from the general cash balance at its disposal. The proposal which has been under the consideration of the Government of India is to take power from the Legislature to increase the amount of the invested reserve to eight crores of rupees, but it is not intended for the present to increase the investment by more than one crore, any further increase up to the limit of eight crores being made only if and when circumstances are favourable ; and it is possible that even the increase of one crore might not be made for some time.

5. I am to say that His Excellency in Council will be glad to be favoured with the views of the Chamber as early as may be convenient.—I have, &c.,

J. F. FINLAY,

Officiating Secretary to the Government of India.

Statement showing the minimum Currency Note Circulation and the reserve in securities and bullion and coin since March 1862.

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Month in which the Currency Note Circulation of each year since 1862 was the lowest.	Minimum Note Circulation referrred to in (1).	Metallic Reserve of the Currency Department (silver and gold* coin and silver bullion).	Reserve held in Government Securities.	Silver coin included in (3).	Percentage of (3) on (2).	Percentage of (5) on (2).
	Rs.	Rs.	Rs.	Rs.		
March 1862-63	3,69,00,000	3,69,00,000	...	3,69,00,000	100	100
May 1863-64	5,01,00,000	4,33,75,420	67,24,580	3,03,75,420	86·58	60·63
June 1864-65	5,90,25,690	2,95,30,680	3,03,95,010	2,12,30,680	49·23	35·43
February 1865-66...	6,87,48,020	2,89,45,480	3,98,02,540	1,81,75,310	42 10	26 44
April 1866-67	7,02,02,540	3,04,00,000	3,98,02,540	2,38,99,800	43·33	38·32
,, 1867-68	7,83,54,890	4,58,34,340	3,25,20,550	3,82,25,130	58·49	48·78
,, 1868-69	8,91,63,970	5,66,43,420	3,25,20,550	5,12,34,210	63·53	57·46
,, 1869 70	9,81,32,010	5,89,01,940	3,91,30,070	3,43,73,730	60·08	35·06
May 1870-71 ...	8,68,19,030	5,55,63,670	3,12,55,3 0	4,17,14,450	63·99	48·05
April 1871-72	10,13,06,240	6,90,34,830	3,22,72,010	6,31,88,450	68·14	62·37
March 1872-73	11,13,50,610	5,44,11,080	5,69,39,530	4,33,58,500	48·86	38·14
,, 1873-74	9,24,97,610	3,55,58,080	5,69,39,530	2,29,10,510	38·44	24·77
April 1874-75	9,27,43,390	3,58,03,860	5,69,39,530	2,42,34,270	38·65	26·13
,, 1875-76	10,75,41,640	5,06,05,110	5,69,39,530	4,20,46,580	47·05	39·09
May 1876-77	10,70,38,540	5,00,99,010	5,69,39,530	5,00,07,840	46·85	46·72
April 1877-78	11,13,05,280	5,13,24,380	5,99,80,900	3,73,00,200	46·11	33·51
March 1878-79	11,42,36,450	5,42,45,280	5,99,91,170	3,73,99,040	47·48	33·18
May 1879-80	11,17,12,730	5,25,39,570	5,91,73,160	3,93,10,380	47·03	35·19
April 1880-81	12,88,52,650	6,88,81,900	5,99,70,750	5,83,89,340	53·46	45·31
,, 1881-82	12 85,58,290	6,86,34,110	5,99,24,180	6,69,00,000	53·99	52·04
,, 1882-83	14,19,99,180	8,19,99,210	5,99,99,970	6,95,44,930	57·74	48·97
January 1883-84 ...	12,10,91,100	6,10,91,130	5,99,99,970	5,67,25,500	50·45	46·84
April 1884-85	12,34,24,500	6,34,24,510	6,00,00,000	5,24,00,280	51·39	42·46
,, 1885-86	13,01,78,470	7,01,80,970	5,99,97,500	5,21,37,450	53·91	40·05
,, 1886-87	13,77,94,300	7,77,99,000	5,99,95,000	6,41,38,820	56·46	46·55
May 1887-88	13,90,32,420	7,90,39,920	5,99,92,500	7,08,77,980	56·85	50·98
February 1888-89..	14,82,93,050	8,88,08,020	5,94,90,030	7,89,34,730	59·88	53 23
May 31st 1889-90 ...	15,75,65,640	9,78,45,610	5,98,20,030	8,73,41,442	62·06	55·39
Total Circulation since May 1889.						
June 30th 1889-90...	16,24,30,050	10,26,10,021	5,98,20,029	9,72,16 771	63·17	59·85
July 31st ,,	16,49,51,130	10,51,31,101	5,98,20,029	9,97,53,602	63 73	60·48
August 31st ,,	16,15,23,510	10,15,23,530	5,99,99,980	9,22,03,752	62·85	57·08
September 30th,,	16,13 80,895	10,13,80,915	5,99,99,980	9,04,04,379	62·82	56·02
October 31st ,,	16,62,98,105	10,62,98,125	5,99,99,980	9,53,17,630	63·92	57 32
November 30th ,,	16,66,77,605	10,66,77,625	5,99,99,980	9,79,93,405	64	58·79

* From 1885 to February 1876.

BOMBAY CHAMBER OF COMMERCE,

4th February 1890.

The Offg. SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I have the honour, by direction of the Committee, to acknowledge the receipt of your letter No. 6468 of 23rd December 1889, requesting the opinion of this Chamber upon a proposal to increase the portion of the Paper Currency Reserve which is invested in Government Paper.

The subject has received the most careful consideration of the Chamber, and in reply I am directed to say that the proposal meets with its entire approval and that the Committee will be glad to learn that early legislative action is likely to be taken to give it effect.—I have, &c.,

JOHN MARSHALL,

Secretary.

APPENDIX R.

THE CLOSING OF THE MINT ON PUBLIC HOLIDAYS.

CHAMBER of COMMERCE, Bombay, 18*th March* 1889.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to bring to the notice of Government the inconvenience to the Exchange Banks and financial institutions and through them to trade generally, from the closing of the Mint for ten days consecutively for the Christmas and New Year holidays.

2. On the last occasion the Mint was closed from the 24th December to the 2nd January, inclusive, holding at the time a large amount of silver belonging to the outside public, and as money in the open market stood at 8 to 10 per cent. and the Bank of Bombay at that juncture was declining to advance on Government Securities, the inconvenience caused to the owners and importers of silver in the interval was exceedingly serious. The position is most clearly shown from the experience of one of the leading banks, who, in addressing the Chamber on the subject, says :—

> On the 19th December we tendered for coinage about 11,92,900 tolas of silver, worth, approximately, Rs. 12,60,000. Three days later we received a bullion certificate on the Paper Currency Office for Rs. 67,483, but the Mint afterwards closed for ten days' holidays from the 24th December till 2nd January, inclusive ; and although it recommenced to issue bullion certificates on the 4th, it was not until the 10th idem that we received the final certificate. In addition to having the above Rs. 12,60,000 worth of silver locked up in the Mint, we imported during the ten days' holidays about 5¾ lakhs, which could not be tendered for coinage until the Mint re-opened ; and we did not receive the final outturn certificate for this lot until the 16th January.

3. Occurring when it did a financial block of this kind was sufficiently serious; but had the state of the money market been such as we have since experienced complications of the gravest character might easily have ensued.

4. My Committee respectfully submit, therefore, that arrangements should be made to avoid the closing of the Mint for so long as ten days at a time, and in respect of holidays they would suggest their being placed on the same footing as those allowed to the Custom House, or else on the basis of the holidays fixed under the Negotiable Instruments Act, which would bring them into line with the banks and other mercantile institutions, with which the Mint is mainly concerned.

5. The Committee would also suggest, for the consideration of Government, the desirability of the Mint being authorised to grant certificates to banks and other customers of similar standing of 80 per cent. of the value of silver tendered for coinage, immediately on its being received and opened up, instead of the present custom of waiting for final assay. The margin would be sufficiently ample for the due security of the Mint, and the additional facility would be considered a great convenience by importers of bullion, to whom it is of the utmost importance to have their money available with all possible despatch.

6. My Committee are not unmindful of the considerable improvements which have been effected in the working and management of the Mint in recent times; and in making these suggestions they do so in the full confidence that Government and the Mint authorities are alike anxious to remedy any causes of inconvenience or delay which may be brought to their notice.—I have, &c.,

JOHN MARSHALL, Secretary.

No 1288 of 1889.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 26*th March* 1889.

To the SECRETARY to the CHAMBER of COMMERCE.

SIR,—With reference to your letter, dated the 18th March, 1889, I am directed to state, for the information of the Chamber, that a copy of the letter has been forwarded to the Government of India for consideration and orders.—I have, &c.,

J. NUGENT, Chief Secretary to Government.

No. 467 OF 1889-90.

H. I. MAJESTY'S MINT, Bombay, 18*th June* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to forward herewith letter, No. 2694 of 29th May last, which I have received from the Government of India, with reference to your letter to the Government of Bombay, of the 18th March, on the subject of the Mint holidays, and beg to submit the following remarks for the consideration of the Chamber.

The Government of India enquire whether there are any good reasons why the holidays for the Mint and Assay offices should not be limited to those notified under the Negotiable Instruments Act. My reply is that there are good reasons, which are as follows :—

2. The Negotiable Instruments Act holidays are clearly fixed with regard to a Hindoo population, and make little allowance for the Mussulman on account of so very few being employed in the Banks. The result is that, whereas eight holidays are allowed for the Hindoo fasts and festivals, only one holiday is allowed for the Mussulman, namely the Mohurrum, an arrangement which would scarcely suit the Mint or any large employer of Mussulman labour. as it would be almost as unjust to expect a pious Mussulman to attend work on his great fast or feast days,as to expect a High Churchman to do business onGood Friday.

3. There are eleven holidays allowed to the Mussulman in the *Gazette* : eight of these are important days, when it could not be fairly required that a Mussulman should attend work, and on most of them a promise of even double pay would not succeed in securing their attendance. In the Negotiable Instruments Act only one day is allowed : this is clearly insufficient, eight days is the minimum that must be granted and the remaining three days, Bari, Wafah, Ghilam and Mahim Fair should only be given when circumstances will allow of it.

4. As regards Hindoos, the *Gazette* allows eleven holidays, the Negotiable Instruments Act only eight ; the three extra Hindoo holidays are the Makar Sankranti, Maha Shivaratri, and one day more in the Holi. The Makar Sankrant is a feast day, which might be given up if necessary ; the Maha Shivarati is a fast day, which should be retained as a holiday, as men can scarcely be called on to do hard manual labour during a twenty-four hours' fast ; the extra day in the Holi should also be retained as a holiday, as it is a day of much enjoyment for the labourer class of Hindoos.

5. Again in the Negotiable Instruments Act three days are allowed for Parsees, but the Mint employs so few Parsees that it is rarely closed for a Parsee holiday ; any alteration here would, therefore, be unadvisable.

6. In the matter of Christian holidays the *Gazette* gives fifteen days altogether, the Negotiable Instruments Act only nine ! But of the fifteen days allowed, the Mint rarely avails itself of more than twelve if there is any work to be done, and, in consequence takes three more holidays than are laid down in the Negotiable Instruments Act ; these three might be given up, whenever it appeared necessary to receive bullion. It is to be noted that I have reckoned four holidays on which public offices are closed, namely, New Year's day, Good Friday,

Queen's Birthday and Christmas Day as holidays under the Negotiable Instruments Act.

7. The result, then, of this analysis is that, when a strict necessity arises, the Mint might be called on to receive bullion on three of the Mussulman holidays, which are now gazetted, on one of the Hindoo and six of the Christian. If called on to define what is a necessity, I would leave this in the hand of the banks. If they informed the Mint-master that they urgently required their bullion to be received and valued on those days, then the Mint Master should receive it.

I trust this arrangement will meet the views of the Chamber. They must recollect that, although it is allowed that the Mint receives a very fair number of holidays during the year, that this is in a great measure due to the employed and employers being of different creeds; those employed being chiefly of the labouring class are most tenacious of their holidays. Fasts and festivals are kept most religiously even by the poorest of them, and though, probably, one-half of the labourers receive no pay on these days, yet nearly all of them would, I believe gladly forego it, rather than attend duty.

To the European it is, of course, a distinct loss not to get a run away from Bombay during the Chrismas holidays, to whom the ordinary native holiday is generally but little of a boon, sometimes even a nuisance, for there is something so demoralizing in the climate and surroundings of Bombay that most Europeans here prefer to work rather than play. If then it is arranged that the Mint is only to be kept open during certain of the Christmas holidays allowed by Government when there *is a necessity for it*, the Europeans will have some chance of obtaining an unbroken holiday out of Bombay, and the requirements of the banks will, it appears to me, be sufficiently satisfied.

I have not thought it necessary to enter into any comparison with the arrangements of the Custom House, referred to in the letter of the Chamber, as its work is not at all of a similar character, and its establishment must be very differently constituted to that of the Mint, having a less number of Europeans more native clerks, and fewer labourers. Each Government Department must, of course, settle this question in a due consideration of the requirements of the public, of the work it has to carry out, and of its own employés.—I have, &c.,

J. H. White, Major-General, R. E., Mint Master.

No. 2694.

GOVERNMENT OF INDIA, DEPARTMENT OF FINANCE AND COMMERCE,
SIMLA, 29*th May* 1889.

The MINT MASTER, Bombay.

SIR,—I am directed to forward paragraphs 1-4 of a letter from the Chamber of Commerce, Bombay, dated the 18th March 1889, on the subject of the inconvenience caused to the Exchange Banks and other financial institutions in Bombay, and through them to trade generally from the closing of the Mint for ten consecutive days for the Christmas and New Year holidays.

2. I am directed to enquire whether there are any good reasons why the holidays for the Mint and Assay offices should not be limited

to those notified under the Negotiable Instruments Act, and why arrangements should not be made in Bombay, as in Calcutta, for the transaction of urgent business during all holidays. If there are no such good reasons, I am to request that you will be good enough to state the arrangements you propose to make, after consulting with the Chamber and arriving with it at some satisfactory conclusion.

3. I am to point out that during the last Christmas and New Year holidays the Mint held merchants' bullion unassayed of the value of Rs. 14,52,000, and that before the Mint closed for so long a period as ten days arrangements should have been made for clearing off this large balance.—Yours, &c.,

E. J. SINKINSON,
Offg. Secretary to the Government of India.

LIST OF HOLIDAYS.

Gazetted Holidays.	Negotiable Instruments Act.	Proposed arrangement.
HINDOO.		
Makur Sankrantri ..	Not given	Mint to receive and assay bullion if called on.
Maha Shivarati	Do.	Mint to close.
Shimga, 2 days	Only 1 day	Do.
Ramnawamy	Given	Do.
Cocoanut Day	Do.	Do.
Gokul Ashtami	Do.	Do.
Ganesh Chaturthi	Do.	Do.
Dassara	Do.	Do.
Divali 2 days	Only 1 day	Do.
MUSSULMAN.		
Miraj-i-Mohammad	Not given	Mint to close.
Shab-i-Barat	Do.	Do.
Lailat-ul-Kadr	Do.	Do.
Ramazan-id	Do.	Do.
Bakri-id	Do.	Do.
Ashura	Given	Do.
Bari Wafat	Not given	Mint to receive and assay bullion if called on.
Ghilan	Do,	Do.
Mahim Fair	Do,	Do.
CHRISTIAN		
New Year's Day	Given	Mint to close.
Good Friday	Do.	Do.
Queen's Birthday	Do.	Do.
Christmas 7 days	4 days only given including 'Xmas and 31st Dec.	Mint to receive and assay bullion if called on during the other three days.
Easter Holidays, 2 days	Given	Mint to close.
Ascension	Not given	Seldom taken, but Mint to receive and assay bullion if called on.
Pentecost, 2 days		

J. H. WHITE, Major-General, R.E.,
H. M.'s MINT, BOMBAY,—*June*, 1889. Mint Master.

BOMBAY CHAMBER OF COMMERCE, *27th June* 1889.

MAJOR-GENERAL J.H. WHITE, R. E., Mint Master, Bombay.

SIR,—I have the honour, by direction of the Committee of the Chamber, to acknowledge the receipt of your letter, No. 467 of 18th instant, covering copy of a reference made to you by the Government of India, under date of 29th ultimo, on the subject of the holidays observed by the Mint.

2. The Committee desire me to express their thanks for the trouble you have taken in preparing an analysis of the holidays allowed to the different sections of the community under the *Government Gazette* rules and the Negotiable Instruments Act, respectively, as also for the disposition evinced in your letter to meet the views of the Chamber in the future.

3. From enquiries they have instituted, however, it does not appear to the Committee that other employers of a similar class of Mahomedan labour find the same difficulty regarding holidays which the Mint authorities seem to experience, and they are inclined to think that if it were definitely decided, and the rule rigorously enforced, that only the few more important holidays would be observed, the Mahomedan labourers would acquiesce in the arrangement. If not, it might be a question whether Hindoo labour could not be advantageously substituted for Mahomedan.

4. But to this point, in any case, my Committee do not attach much importance. To a few additional isolated holidays in the course of the year, they would not, if such were found necessary or advisable, seriously object; but what the members of the Chamber take strong exception to as a source of great and uncalled for inconvenience and considerable monetary loss to the mercantile community is the closing of the Mint for ten days, or even a week, at a time. The Committee cannot admit that with the liberal furlough rules allowed by Government, there is any need for granting the European employes of the Mint longer holidays at Christmas and New Year than those fixed under the Negotiable Instruments Act, especially as the climate of Bombay at that season is at its best. Nor do they consider an arrangement could be depended on to work satisfactorily whereby the Mint would be opened on certain days during the Christmas holidays on the banks notifying that they urgently required their bullion to be received and valued.

In the opinion of the Committee of the Chamber, the Mint is a department so intimately connected with the trade and commerce of the port, that every endeavour should be made to meet the requirements and convenience of the commercial community, and as the latter must be regulated and guided in their business arrangements by the holidays sanctioned under the Negotiable Instruments Act, they have a fair claim to call upon the Mint authorities to make their holiday rules coincide with mercantile usage and demands to the extent, at least, of not again closing for the prolonged period they have hitherto done during the Christmas and New Year seasons.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3117 OF 1889.

FINANCIAL DEPARTMENT, BOMBAY CASTLE, 16*th August* 1889.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of the letter from this Department, No. 1288, dated 26th March 1889, I am directed to forward, for the information of the Chamber, a copy of a letter from the Government of India in the Department of Finance and Commerce, No. 3915, dated the 30th ultimo.—I have, &c.,

(Sd.) J. DE C, ATKINS,
Acting Under-Secretary to Government.

No. 3915

GOVERNMENT of INDIA FINANCE and COMMERCE DEPARTMENT,
SIMLA, 30*th July* 1889.

To the SECRETARY to the Government of Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1289, dated the 26th March 1889, forwarding copy of a letter from the Chamber of Commerce, Bombay, on the subject of the inconvenience caused to trade by the closing of the Mint for ten consecutive days for the Christmas and New Year holidays.

2. The Chamber suggests that arrangements should be made to avoid the closing of the Mint for so long as ten days at a time, and that in respect of holidays the Mint should either be placed on the same footing as the Custom House, or that the holidays should be limited to those notified under the Negotiable Instruments Act.

3. The Chamber in the same letter also suggests that the Mint should be authorised to grant certificates to banks and other customers of similar standing of 80 per cent. of the value of silver tendered for coinage, immediately on its being received and opened up and before assay.

4. In reply I am directed to state, for the information of his Excellency the Governor in Council, with reference to the first of these proposals, that the Government of India agrees with the Chamber in thinking that the Mint should never be closed for more than seven consecutive days at a time, but the Governor-General in Council is of opinion that, subject to this condition it might be closed on all days gazetted by the local Government provided that—

(*a*) Before it is closed on any of the special holidays not notified under the Negotiable Instruments Act, arrangements are made for assaying all bullion already received ;

(*b*) There is no urgent necessity for coinage, and

(*c*) No previous notice is given to the Mint Master by any banks or Merchants that they urgently require their bullion to be received and assayed during those days. If such notice is given the Mint should not be closed unless the necessary arrangements can be made for receiving and assaying the bullion.

5. The Mint Master will accordingly be requested to regulate the Mint holidays in future in accordance with these views.

6. With regard to the second proposal of the Chamber, I am to state that the Governor-General in Council regrets his inability to comply with the request.—Yours, &c.,

(Sd.) E. J. SINKINSON,
Offg. Secretary to the Government of India.

APPENDIX S.

DELAY IN GRANTING RECEIPTS FOR CASH PAYMENTS BY THE BANKS.

BOMBAY, 19*th September* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg to lay before your Committee a complaint which we have to make against a custom of the Banks in Bombay, in the hope of obtaining a remedy.

The custom we complain of is this that when we pay in money to the Banks, no matter at what hour, the amount is not entered in our pass books until evening, and until then we have no means of ascertaining what amount has been credited to us.

We submit that this is a very loose and unsatisfactory way of doing business, and should be altered without delay. We would therefore suggest that if pass books cannot be written up at once, at all events the Bank shroffs should initial the counterfoils of the pay-in-ships, as an acknowledgment, as soon as they count the money.

The experience of other firms is no doubt the same as our own, and we are confident that if your Committee approve of our suggestion, a representation from the Chamber to the Banks urging its adoption will meet with the approval of merchants generally and be favourably considered by the Banks.—We are, &c.,

W. R. MACDONELL, Managing Director.

BOMBAY CHAMBER OF COMMERCE, 30*th September* 1889.

The SECRETARY and TREASURER, Bank of Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber to inform you that they have received representations from mercantile firms in Bombay—members of the Chamber—respecting the custom which prevails with the Bank of Bombay and most of the Exchange Banks here of declining to grant receipts for money paid in until some time after the payment is made. As this system opens the door to very considerable risk of loss, and is further a decided inconvenience in business, the Committee would be glad to know whether the Bank of Bombay would be prepared to provide a remedy. There is no doubt a certain amount of unavoidable delay in writing up pass-books owing

to cheques being paid in and so forth, but it seems to the Committee of the Chamber that it would be possible, by a system of temporary receipts, to obviate the difficulty complained of, and they have no doubt that it would be possible for the Bank of Bombay to arrange this without causing any serious amount of additional labor to its cash departments.—I am, &c.,

JOHN MARSHALL, Secretary.

Similar letters to the National Bank,
New Oriental Bank,
Chartered Bank of India, Australia and China,
Chartered Mercantile Bank of India, London and China,
Hongkong and Shanghai Bank.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
BOMBAY, 1*st October* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We are in receipt of your letter of yesterday's date, and in reply beg to state that we initiated a system some months ago, which appears to meet the wants of our customers who keep current accounts, and might be more generally availed of. The system we introduced is one of temporary receipts (such as you now suggest) the receipt being in the form of a counterfoil pay-in-slip, attached to the ordinary pay-in-slip. The counterfoil, after being initialled by our shroff, is detached and returned at once to the firm's messenger, and serves as a receipt pending collections of any cheques and writing up of pass book.—I am, &c.,

JOHN STIVEN, Acting Agent.

NEW ORIENTAL BANK CORPORATION, LIMITED,
BOMBAY, 1*st October* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of yesterday's date, we cannot think that the complaints you refer to can have been made about this Bank as we are always ready to facilitate business and grant receipts.

We think the best way for us will be to adopt the "paying in book" which we use in most of our other branches and initial the counterfoil as a receipt. Meantime we will take the matter into consideration and advise you again.—I am, &c.,

G. W. F. PLAYFAIR, Manager.

NATIONAL BANK OF INDIA, "LIMITED,"
BOMBAY, 1*st October* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg to acknowledge the receipt of your letter of 30th ultimo regarding the granting of temporary receipts for money deposited with the Bank, and in reply, we beg to state, that we have no objection to do so.

We have, however, asked the Exchange Banks to call a meeting on the subject, when we will again write to you.—I am, &c.,

H. CHALMERS, Manager.

CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA,
BOMBAY, 3*rd October* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your favor of yesterday and in reply to inform you that the subject matter of same was brought before the Exchange Banks Agents at a meeting held yesterday when it appeared that nearly all the Banks have always followed the custom of giving immediate receipts for money paid in in the shape of initialling the counterfoil slips for such payments. The one or two Banks that have not been in the habit of doing so will adopt the practice immediately.

Thanking you for having brought this matter to our notice.—I am, &c.,

J. C. BERGENDAHL, Agent.

No. 9666.

BANK OF BOMBAY,
BOMBAY, 5*th October* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have to acknowledge the receipt of your letter of the 30th ultimo, informing me that you have received representations from mercantile firms in Bombay with regard to delay in granting receipts for monies paid to credit of their account with the Bank of Bombay and asking whether the Bank would be prepared to provide a remedy.

This intimation has taken us somewhat by surprise as we have had no formal complaint of this nature laid before us for a long time past.

The Bank is at all times most desirous of studying the convenience of its depositors so far as this may be found feasible, but it would, I think, be unusual and inexpedient to negociate with respect to a remedy for the present cause of complaint through the Chamber.

If you will, however, be so good as to place us in communication with the mercantile firm referred to in your letter, I have no doubt we shall be able to arrive at a speedy and mutually satisfactory remedy for the grievances complained of.—I am, &c.,

ANDREW MURRAY,
Officiating Deputy Secretary and Treasurer.

BOMBAY CHAMBER OF COMMERCE, 10*th October* 1889.

The SECRETARY AND TREASURER, Bank of Bombay.

DEAR SIR,—I have submitted to the Committee of the Chamber your letter No. 9666 of the 5th instant, regarding the complaints made to them by mercantile firms as to the delay in granting receipts for cash payments.

In reply, I am directed to say that representations similar to the one addressed to you were also made by the Committee to the whole of the exchange Banks, and the replies received from them are unanimously to the effect that they would be glad to take steps to remedy the evil complained of. Under these circumstances, my Committee direct me to express the hope that the Bank of Bombay may see its way to arrange a system of granting receipts to depositors, so as to remove all possible ground of complaint on the part of the commercial community of Bombay, which the Chamber is generally acknowledged fully to represent.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 9956.

BANK OF BOMBAY,
BOMBAY, 14*th October* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have to acknowledge the receipt on the 11th instant of your letter of the 10th instant, informing us what the Exchange Banks have done towards providing a remedy for the delay complained of in entering sums sent for credit in the Pass Books of their depositors.

In reply, I beg leave to say that while still holding to the opinion that this Bank might very reasonably have expected to be communicated with direct, in the first instance, before an appeal was made to the

Chamber of Commerce, still such a consideration is of minor importance compared with that of the immediate removal of every ground of dissatisfaction on the part of the Bank's customers.

I have therefore to add that if the mercantile firms referred to in your earlier letter of the 30th September will present our pay-in-slips intact when depositing money it will give us much pleasure to have the counterfoils of the slips (if filled up) initialled by the Head Shroff so soon as the deposits have been counted.

This arrangement will, I believe, provide a complete remedy for the grievance complained of, as there will thus be no delay in furnishing a temporary receipt, and the sums paid in can be entered in the Pass Books before the close of the day.

I enclose a specimen of our pay-in-slip in explanation of our proposal.—I am, &c.,

ANDREW MURRAY,

Officiating Deputy Secretary and Treasurer.

APPENDIX T.

ENGLISH DUTY ON INDIAN SILVER PLATE.

BOMBAY CHAMBER OF COMMERCE, *4th April* 1889.

The SECRETARY to the GOVERNMENT of INDIA, DEPARTMENT of FINANCE and COMMERCE, Simla.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to address you regarding the repeal of the English duty on silver plate, with reference to which this Chamber had the honour to present a memorial to the Viceroy and Governor-General of India exactly five years ago.

2. That memorial, with similar representations from other Chambers of Commerce and kindred institutions, was, my Committee are aware, duly forwarded to Her Majesty's Secretary of State with the full and unqualified support of the Government of India, and the Committee are also aware that during the interval the Government of India has lost no opportunity of representing the imperative necessity which exists for the abolition of the duty.

3. In the opinion of this Chamber, however, the present would be a most opportune time to re-open the correspondence, and the Committee venture to hope that His Excellency the Governor-General in Council may be pleased to renew his representations for the consideration of Her Majesty's Government.

4. My Committee feel that it would be supererogatory on their part to recapitulate the numerous reasons in favour of the repeal of the duty. These have never been controverted, and, indeed, are now practically admitted on all sides. But they take the liberty of pointing out how enormously the leading arguments for the repeal have gained in strength since the movement was first initiated. Silver in the interval from 51*d.* has fallen to 42¼*d.* per ounce, so that the duty of one-shilling-and-six-pence per ounce, which was justly described as restrictive and oppressive when it was 35 per cent. on the value, has, now that it amounts to nearly 43 per cent., become almost prohibitive of the use of the metal for commercial and industrial purposes. In the meantime, there are good grounds for believing that, owing to the rapid increase in the number of English people visiting this country, and largely also to the effect of the Indo-Colonial Exhibition in

London in 1886, the demand for Indian silver-ware has been increased to such a point that the removal of the English import duty would be at once followed by the development of an important trade which would not only benefit the artisan class in this country but would have a perceptible influence on the permanent value of silver, and thereby on the loss in exchange which the Government of India has to incur on its home remittances.

5. On both of these points the evidence adduced before the recent Royal Commission on Gold and Silver is complete and conclusive, and, if no other argument existed, my Committee consider that the importance attached to it by the Commission as a remedy for the existing depreciation in Silver would alone be sufficient to justify the claim for a repeal.

6. The chief, and, in fact, the only difficulty in the way of the abolition of the duty has hitherto been, my Committee understand, the question of meeting and adjusting the drawback on the silver-plate held by manufacturers and tradesmen in England. But seeing that the duty paid for some years past has only been from £50,000 to £60,000 per annum, it does not appear that if the drawback were limited, as it might reasonably be, only to such articles as had paid duty within a certain fixed period anterior to the date of repeal, the total sum repayable would be sufficient to appreciably disturb the financial equilibrium of a country like England.

7. The repayment of the drawback, moreover, as well as the repeal of the duty, might easily be extended over three years at the rate of six pence per ounce per year; but in event of that mode being adopted, it seems to the Committee that arrangements should be carried out for enabling Indian made silver goods to be imported into England on payment of the ruling duty, either by recognising as equivalent to hall-marking the stamps of the Indian mints or by affixing a special English stamp on payment of the duty, care being taken in the latter case that it should be such as not to destroy the design or ornamentation of the articles. This course might not admit of an exact assay of the metal before stamping, but if buyers were aware that they had to protect themselves in this respect and that the Customs Stamp conveyed no guarantee of quality, they might reasonably be left to do so. Manufacturers and

importers at the same time would not be likely to expend costly labour and pay duty on inferior metal on the chance of passing it for superior quality.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

No. 2441.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SIMLA, 15*th May* 1889.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 4th April 1889, regarding the English duty on plate, and to state that it has been transmitted to Her Majesty's Secretary of State for India for communication to the Lords Commissioners of Her Majesty's Treasury.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 3825.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 25*th July* 1889.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—In continuation of my letter, No. 2441, dated 15th May 1889, I am directed to forward, for the information of the Chamber, copy of a despatch received from Her Majesty's Secretary of State for India, No. 46, Statistics and Commerce, dated the 27th June.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 46.

STATISTICS AND COMMERCE.

INDIA OFFICE, LONDON, 27*th June* 1889.

To His Excellency the most Honourable, the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD MARQUIS,—I have to acknowledge the receipt of your letters dated the 23rd April and 14th May, Nos. 127 and 140 (Finance and Commerce), enclosing communications from the Calcutta Trades Association and from the Bengal and Bombay Chambers of Commerce in reference to the English plate duties and the system of compulsory hall-marking. In reply, I have to state that I entirely agree with the sentiments which you have formerly expressed on this important matter, and I have caused further representations to be addressed to the Treasury on the subject.—I have, &c.,

CROSS.

BOMBAY CHAMBER OF COMMERCE, *9th January* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I have the honor, by direction of the Committee of the Bombay Chamber of Commerce, to address you again respecting the repeal of the English duty on Indian Silver plate, regarding which this Chamber last approached Government in a letter, dated 4th April 1889. That representation, as also the Chamber's memorial of five years previous, had, as my Committee are aware, the full support of the Government of India, and they thoroughly appreciate the fact that the non-repeal of the duty, during the last session of Parliament, was in no way owing to the incompleteness of the representations made from India or the want of cogency of the reasons adduced. These reasons it is unnecessary now to recapitulate. Suffice it to say that in the interval they have not only lost nothing of their weight, but have materially gained in strength by the discussion which has taken place in the press and elsewhere; and my Committee believe that if the matter be again prominently brought before the Lords of the Treasury by Her Majesty's Secretary of State for India, there will be every probability of the repeal of the duty being sanctioned in the coming session of the English Parliament.

The Committee of the Chamber accordingly venture to hope that His Excellency the Governor-General in Council may be pleased to renew his representations on this subject to Her Majesty's Secretary of State at the earliest possible moment.—I have, &c.,

JOHN MARSHALL, Secretary.

COPY OF CORRESPONDENCE WITH THE INDIA OFFICE ON THE PLATE DUTIES.

No. 1.

(R. S. & C., 1643.)

INDIA OFFICE, S. W., *10th August* 1883.

LETTER FROM INDIA OFFICE TO TREASURY.

SIR,—In continuation of my letter dated 9th May last, * relative to the proposed repeal of the duties upon gold and silver plate, I am directed by the Secretary of State for India in Council to transmit herewith, for the con-

* *See* Parliamentary Paper, No. 347, of 1883, p. 18.

sideration of the Lords of the Treasury, a copy of a letter from the Government of India No. 39 Separate Revenue, dated 22nd June last.

I am directed to request that you will be so good as to call the attention of their Lordships to the last paragraph of the letter.—I have, &c.,

LOUIS MALLET,

The SECRETARY to the TREASURY.

No. 39 OF 1883.

ENCLOSURE 1, in No. 1.

GOVERNMENT OF INDIA,

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE, &c.—STATISTICS.

SIMLA, *22nd June* 1883.

To the Right Honourable the EARL of KIMBERLEY, Her Majesty's SECRETARY of STATE for INDIA.

MY LORD,—We have the honour to acknowledge the receipt of your Lordship's Despatch, No. 74 (Statistics and Commerce), of 10th May 1883, enclosing for our information a copy of correspondence with the Treasury on the subject of the English plate duties, and of the system of compulsory Hall-marking.

2. In Mr. Leonard Courtney's letter of 13th March 1883, which forms the second enclosure to this Despatch, the following passage occurs: "My Lord" (*i. e.*, the Lords Commissioners of Her Majesty's Treasury) "desire to judge the whole question on its own merits, and they therefore will only note the difference of which the Secretary of State in Council is doubtless aware, between the cotton duties imposed until recently in India and the gold and silver plate duty. The former was purely and avowedly protective, but the latter is not so, the customs duty on gold and silver plate being only framed to countervail the excise duty imposed upon the home manufacture."

3. In Sir Louis Mallet's letter of 9th May 1883, which forms the third enclosure of the Despatch under reply, your Lordship has pointed out, in terms in which we entirely agree, the inaccuracy of the statement which we have quoted above. Not only is it inaccurate to say that the Indian cotton duties were "avowedly protective," for, as is remarked in Sir Louis Mallet's letter, "these duties were originally imposed purely for fiscal proposes;" but, as a matter of fact, the greater portion of the Indian cotton duties never acted protectively at all. The protective element was entirely eliminated from the Indian tariff, so far as the cotton duties were concerned, on 13th March 1879, when all cotton goods containing no yarn of a higher number than 30*s*. were exempted from duty. The duties which were abolished in March 1882, did not act protectively. On this subject we beg to draw your Lordship's attention to paragraphs 82-86 of the Financial Statement for 1883-84, which are to the following effect:—

"The twist which is imported from Europe does not compete with Indian twist. For years past the great bulk of the twist imported has been of counts much higher than any that can as yet be made in

the Indian mills, which limit themselves to the production of twist of counts not exceeding 32 (mule) and 20 (water). All such kinds of English twist were freed from duty in March 1878."

"Of the grey piece-goods imported, those classes which compete with Indian-made goods, were also exempted from duty in March 1879.

"White piece-goods are hardly produced at all as yet in India, except experimentally in one or two of the Bombay mills. As I have already mentioned, there has been a large decline in the imports of this class of goods."

"The piece-goods classed as 'other sorts' are not made in India.

"The remission of the customs duties last year did not, therefore, in any way affect Indian mills, which have had to work without the protection of 3½ per cent. on twist since March 1878, and 5 per cent. on grey piece-goods of counts below 30s. since March 1879. As was pointed out in the Financial Statement of last year (paragraphs 210 and 211), the duty which was abolished last March really protected one class of Manchester goods against another, and even to some slight extent protected English goods against those manufactured in India. The duty forced trade into an artificial channel, by stimulating the consumption of the coarser kinds of goods, and discouraging the use of medium and finer classes, to the extent of a differential rate of 5 per cent."

4. If the Lords Commissioners of Her Majesty's Treasury are still under any misapprehension on this point, we think it would be very desirable that their attention should be again drawn to it. There can, in our opinion, be no comparison whatsoever between the Indian cotton duties, as they existed subsequent to 13th March 1879, and the gold and silver plate duties in England, which as we remarked in the sixth paragraph of our Despatch of 23rd January 1883, protect the English silversmith, to a certain extent, against foreign competition.

5. As regards the question of drawbacks, we would again draw attention to the point to which allusion is made in the 10th paragraph of our Despatch, No. 26 of 23rd January 1883, and in Sir Louis Mallet's letter to the Secretary to the Treasury of 9th May 1883. No drawbacks have ever been allowed in India in the case of customs, reforms, notwithstanding the frequent representations of pecuniary loss entailed upon individuals by reason of these reforms.

6. It was with great regret that we learned that Her Majesty's Government were not only unable to abolish the gold and silver plate duties immediately, but that the Lords Commissioners of Her Majesty's Treasury could not "hold out strong hopes of compliance with the wishes of the Indian Government, even in more favourable circumstances than now exist, until the traders are prepared to propose or accept such an arrangement in respect to drawbacks as Her Majesty's Government can recommend to Parliament." We are, of course, aware, in the words of Mr. Courtney's letter of 13th March 1883, "that the financial equilibrium of the Budget must be a primary consideration with the Imperial Government;" but we venture to hope that, in view of the smallness of the amount of revenue involved, it will be possible at some early date to preserve fiscal equilibrium without the maintenance of these highly objectionable duties; whilst we cannot but consider that the payment of drawback should not be

allowed to stand in the way of their abolition. Under these circumstances, we would again press the matter upon the consideration of Her Majesty's Government.—We have, &c.,

RIPON.
D. M. STEWART.
E. BARING.
T. F. WILSON.
C. P. ILBERT.
S. C. BAYLEY.
T. C. HOPE.

No. 2.
(14,514.)

LETTER from TREASURY, to INDIA OFFICE.

TREASURY CHAMBERS, 22*nd September* 1883.

SIR,—With reference to Sir L. Mallet's letter of 10th ultimo (R. S. & C. 1643), I am directed by the Lords Commissioners of Her Majesty's Treasury to request you to inform the Secretary of State for India in Council that my Lords have read with interest the remarks of the Government of India on the protective character of the former duties on cotton imported into India.

a No. 1.

It would not be seemly for my Lords to controvert the views expressed by the Government of India on the objects of their fiscal arrangements. But, on the other hand, with reference to the last paragraph of the letter from the Government of India, to which Lord Kimberley calls their Lordships' attention, they must remark that it is for them to judge whether, and when, Parliament can be asked to charge on the tax-payers large sums (under the name of drawback) to be paid to the holders of silver goods, in order to relieve the purchasers of silver, who generally belong to the wealthier classes of the community, from the present tax on plate.—I am, &c.,

LEONARD COURTNEY.

The Under-SECRETARY of STATE, INDIA OFFICE.

No. 3.
(4997—84.)

LETTER from TREASURY, to INDIA OFFICE.

TREASURY CHAMBERS, 24*th March* 1884.

SIR,—The Lords Commissioners of Her Majesty's Treasury have had before them your further letter of the 13th instant, as to the admission of Indian silver goods into this country, in which you express the regret of the Earl of Kimberley at their Lordships' refusal to take the steps which he has suggested for the removal of the obstacles to the development of an important branch of Indian industry.

See No. 4, in Parliamentary Paper No. 112, of 1884, p. 7.

The suggestions conveyed by your former letter are :—

1. Hall-marking to be established in India, so that goods bearing

the Indian Hall-mark should pass the Custom House on payment of duty, without further assay ; or, as an alternative,—

2. Goods from India to be assayed as now, and, if found to be up to the Indian standard, to be marked with a distinctive mark, and passed on payment of duty.

With regard to (1), it appeared to my Lords that the establishment of an assay in India would not only involve trouble and expense in that country, but would also require very exceptional legislation in this country, in recognising as a Hall-mark a stamp imposed under conditions for the observance of which there could be no guarantee available by the home purchaser ; and, as to (2), it was evident that assigning a distinctive stamp to Indian plate of rupee fineness, and below the British standard, would entail a second silver standard, which would certainly have to be extended to all foreign plate and home plate also. Such a measure would also require legislation.

Having in view the declarations that have more than once been made by the Imperial Government on the subject of the plate duties and interdependence between them and Hall-Marking, their Lordships could not give their assent to any scheme which would involve the consequences described.—I have, &c.,

LEONARD COURTNEY.

J. A. GODLEY, Esq., C. B., India Office.

No. 4.
(R. S. & C., 713.)

LETTER from INDIA OFFICE, to TREASURY.

INDIA OFFICE, S. W., 24*th April* 1884.

SIR,—With reference to your letter of 22nd September last, No. 14514, relative to the duties on plate, I am directed by the Secretary of State for India in Council to transmit herewith, for the information of the Lords of Her Majesty's Treasury, a copy of a letter with accompaniments from the Government of India, dated 14th March last.

No. 2.

Lord Kimberley has already expressed his views so fully on the subject to which this letter refers, that his Lordship thinks that it would be useless to repeat the former argument.—I am, &c.,

The SECRETARY, TREASURY. J. A. GODLEY.

No. 19 of 1884.
ENCLOSURE 1, in No. 4.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE, &c.—STATISTICS.

CALCUTTA, 14*th March* 1884.

To the Right Honourable the EARL of KIMBERLEY, Her Majesty's SECRETARY of STATE for INDIA.

MY LORD,—With reference to the correspondence ending with your Lordship's Despatch, No. 186 (Statistics and Commerce), dated 18th October last, on the subject of the repeal of the English plate duties,

and of the system of compulsory Hall-marking, we have the honour to forward a further representation from the Calcutta Trades Association on the same subject.

2. We have also received a letter from the Bengal Chamber of Commerce, and another from the Madras Trades Association through the Government of Madras, urging the abolition of the duty, and of compulsory Hall-marking. These letters we enclose.

3. We desire to take this opportunity of again pressing this matter upon the favourable consideration of Her Majesty's Government. While we have nothing to add to the arguments already urged as to the propriety of repealing the duty on plate, and modifying or abolishing the system of compulsory Hall-marking, arguments which have not, in our opinion, been shaken by the reply of Her Majesty's Treasury, we may now add that we have grounds for believing that the drawbacks likely to be payable on the repeal of the duties, would by no means be so considerable as is represented. The present stocks in England, we have been informed, are in a great measure old in workmanship, and out of date, and such as cannot claim heavy drawbacks. Moreover, the agitation for the repeal of the duty having prevailed for several years, manufacturers, it is believed, have much reduced their stocks, and have worked principally for orders only.—We have, &c.,

RIPON.
D. M. STEWART.
J. GIBBS.
T. F. WILSON.
C. P. ILBERT.
S. C. BAYLEY.
T. C. HOPE.
A. COLVIN.

ENCLOSURE 2, IN No. 4.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

ENCLOSURE OF DESPATCH, No. 19 OF 1884.

From G. HICKIE, Esq., SECRETARY, Calcutta Trades Association, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, *dated 26th February* 1884.

The Committee of the Calcutta Trades Association have the honour to invite your attention to their letter of 11th January 1883, urging upon the Government of India the desirability of bringing prominently to the notice of the British Government the restrictions imposed upon the Indian manufacturer of silver goods by the English tax of 1*s.* 6*d.* per ounce, and the system of compulsory Hall-marking of all silver plate, now in force in England.

2. The Committee have seen the correspondence which passed between the Government of India, the Secretary of State for India, and the English Treasury, on the question raised, and notice with regret that, notwithstanding the unqualified support afforded to their last memorial by the Government of India, Her Majesty's Government

state that they are unable to hold out much hope of compliance with the wishes of the Government of India.

3. The Secretary to the Treasury states, in his letter of 22nd September 1883, that their Lordships of the Treasury must remark that it is for them to judge whether, and when, Parliament can be asked to charge on the taxpayers large sums under the name of drawback (which, in their opinion, would have to be paid to the holders of silver goods), in order to relieve the purchasers of silver (who generally belong to the wealthier class of the community) from the present tax on plate.

4. With reference to his statement, the Committee would respectfully remark that they are unable to understand why, in the case of silver, more than in that of any other goods, the payment of drawbacks should be allowed to stand in the way of the abolition of a highly objectionable duty, when in the customs reforms carried out in India no drawback has ever been allowed, though firms holding large stocks of cotton and other goods have suffered heavy pecuniary losses by reason of a sudden change in the duties.

5. The matter is of such vast importance to the silver industry of India, as well as to the revenue of this country, that the Committee of the Calcutta Trades Association would respectfully urge upon the Government the desirability of again bringing the subject prominently to the notice of Her Majesty's Government, with a strong representation of the case, and a request that it may receive favourable consideration.

6. The Committee understand it is proposed to hold an Indian Art Exhibition at South Kensington at an early date, and this would be a valuable and fitting opportunity to introduce to the Western World, more prominently than has been yet done, the artistic silver work for which India is famed, and which the Committee think has only to be seen under the favourable circumstances which will then present themselves to ensure a larger demand for it in England; but it is impossible that this industry can be adequately represented unless the prohibitive duty is removed, and the system of Hall-marking rendered non-compulsory.

7. With reference to the cumbersome system of Hall-marking prevalent in England, which, it is said, exists for the benefit and safety of purchasers of silver goods, as a guarantee of the purity of the metal exposed for sale, the Committee would point out that in India, where silver is much more freely used in the houses of noblemen and gentlemen than in English houses, and where it is also used largely by all classes as jewellery, ornaments, and trappings of all kinds, no such system is found necessary; if introduced, it would certainly be regarded by all as an intolerable restriction to trade. The public are sufficiently alive to their own interests to pay for silver according to its quality. Large manufacturers make up in sterling silver of the rupee standard, and stamp the manufactures with their name, and smaller dealers or manufacturers are well looked after by their customers. If it is considered desirable to retain the Hall-mark for English silver plate and jewellery, it might well be rendered non-compulsory for foreign plate, the owners of which would take the risk of purchasers refusing to buy their goods without the guarantee of that mark.

8. The Committee would again point out that the Hall-marking system and charges operate as a protective duty against Indian silver which is thereby practically excluded from the English market, and that the continued adherence to this system is not in harmony with the admitted policy of Her Majesty's Government in such matters. It restricts trade even in this country, for travellers in India would doubtless purchase more freely than they do now of the beautiful chased silver work of Cutch, Gujerat, and Ajmere, or the elaborate productions of Cashmere and Southern India, were it not for the difficulties they have to encounter with such articles on their arrival in England. There the silver articles are placed in bond, and are then carefully weighed, in order to determine the amount of duty to be paid on them at the rate of 1*s.* 6*d.* per ounce, which is in itself prohibitive, since it amounts to over 33 per cent. of the value of the raw material. The next course required of the owner is that he should make a statutory declaration that the articles are not intended, for sale or exchange, and on this being done he is allowed to take them without being Hall-marked. If at any subsequent time he should sell or exchange the articles in this unmarked condition, which might well be the case from many unforeseen causes, he incurs the risk of a penalty of 10*l.* for each article and, furthermore, their entire confiscation. When such articles are imported for sale, they are removed from the bonded warehouse to the Assay Office and assayed and Hall-marked. If they are found to assay one fourth of a grain under the English standard of fineness, which differs from the Indian rupee standard, they are not now indeed, as formerly, broken up, but are returned to the bonded warehouse and are required to be re-exported within three months, failing which they are destroyed.

9. It will thus be seen that whilst these restrictions exist, there is but little probability of the importation of Indian silver work into England increasing to any appreciable extent.

10. The Committee have in their former letter pointed out that any restriction to the trade in silver operates against the value of the rupee, and is consequently injurious to the finances of this country, and that the removal of the tax would stimulate the silver trade both here and in England, and be a decided benefit to both countries. They, therefore, trust that the Government of India will again give their support to the principles set forth in this memorial, and strongly urge upon Her Majesty's Government the wise policy of removing completely and at once the restrictive laws under which the silver industry now languishes.

From H. W. I. Wood, Esq., Secretary to the Bengal Chamber of Commerce, Calcutta, to the Secretary to the Government of India, Department of Finance and Commerce, *dated 7th March* 1884.

The attention of the Committee of the Chamber of Commerce having been directed to the question of the duty levied in England on gold and silver plate, and to the law relating to Hall-marking, I am desired to submit, for the consideration of Government, that the industries of this country engaged in the manufacture of gold and silver-ware are prejudicially affected by the restrictions which prevail at home, and which prevent the importation into the United Kingdom

of the artistic productions of India. A considerable trade would undoubtedly follow if the duty were abolished, and if the Hall-marking laws were so reformed as to permit manufacturers in this country obtaining an unfettered admission of their industries into England, thereby leading to a considerable development of trade, which at present is almost entirely shut out of the English market.

The duty of 18*d.* per ounce of silver or upwards of 30 per cent. on its current value, is of itself a practically prohibitive imposition, and the Hall-marking system is so oppressive that the manufacturers of Indian silver-ware are deterred from entering the English market and offering for sale the beautiful and highly ornamental work which they can produce.

On these grounds the Committee of this Chamber desire respectfully to urge upon the attention of the Government of India the expediency of removing the difficulties and restrictions referred to, and they trust the Governor General in Council will be pleased to give their representation any support in His Excellency's power.

The Committee have had an opprtunity of perusing the Trades Association's Memorial to Government on this subject and they entirely concur in what is therein advanced.'

From H. E. STOKES, Esq., SECRETARY to the GOVERNMENT of MADRAS, Revenue Department, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 1014, *dated 4th March* 1884.

IN continuation of letter from this Government, dated 3rd October 1883, No. 1225, Revenue, I am directed to forward a copy of the answer of the Madras Trades Association to the remarks of the Goldsmiths' Company on the complaint made of the treatment of certain Indian silver plate imported for sale in England.

From F. W. EMERY, Esq., Chairman Madras Trades Association, to the SECRETARY to the GOVERNMENT of MADRAS, Revenue Department, *dated 20th February* 1884.

I have the honour to acknowledge receipt this day of your Memorandum, No. 68, of the 13th instant, and regret the delay that has occurred in replying in detail to your General Order No. 793, of the 10th August last.

2. This delay has arisen from the difficulty I have experienced in obtaining reliable information respecting the methods of assay that obtain in France. I have been waiting reply to my inquiries, and about a month ago wrote again on the subject, but have not yet received those particulars of French mode of procedure which this Association is desirous of placing before Government.

3. It is not, and never has been, disputed by the Association that the Goldsmiths Company acted according to law in breaking up Messrs. P. Orr & Sons' silver plate.

4. In bringing that act of the Hall under the notice of Government, the object of the Association was to call attention to the state of the law in England, and to beg the Government to urge upon the home authorities the repeal of the same.

5. That the senseless destruction of Messrs. P. Orr & Sons' plate was a real grievance will scarcely be questioned. The Chancellor of the Exchequer, when introducing the Budget in April last, recognised the breaking up of Indian finished plate to be a grievance, and stated that he proposed to grant to Indian manufacturers the right of exporting their plate when found below the English standard, instead of being broken up. So far as this Association is aware, the said proposal of the Chancellor of the Exchequer has not yet been carried into effect.

6. This Association, therefore, most respectfully desire to urge upon His Excellency the Governor in Council, for reasons given in their letter of 30th December 1882, the necessity of an alteration of the law in England, whereby the importation and sale of Indian silver plate in England may be in every way facilitated.

7. The Association solicits the Government to use its influence with the home authorities to obtain a repeal of the tax on silver plate, and also of the law which renders the Hall-marking of silver plate compulsory. It is submitted that no good reason, except that of "protection" to the English manufacturer, has been adduced for the continuance of these mediæval laws, but that, on the contrary, this tax was condemned by the Right Hon'ble W. E. Gladstone himself, when Chancellor of the Exchequer, in a speech in the House of Commons, when he also stated that he would not propose its abolition, on the ground that he was not then prepared to meet the claim for drawback, amounting to about 75,000*l.* This reason should surely not be allowed to perpetuate interminably a tax which is not only oppressive on Industry, but restricts, as all taxes must restrict, the due development of art in silver plate in England.

8. The Trade Association will not follow the Goldsmiths' Company in the details of their letter, as doubtless this will be done by Messrs. P. Orr & Sons, but, in the opinion of this Association, the Hall cannot be congratulated upon the tone of feeling exhibited in the letter under reference.

No. 5.

(7605.)

LETTER from TREASURY to INDIA OFFICE.

TREASURY CHAMBERS, 11*th June* 1884.

SIR,—I am directed by the Lords Commissioners of Her Majesty's Treasury to acknowledge the receipt of Mr. Godley's letter of the 24th April last, forwarding copy of a letter with enclosures, from the Government of India, dated the 14th March last, relative to the duties on plate.—I have, &c.,

No. 4.

R. E. WELBY.

The UNDER-SECRETARY of STATE, INDIA OFFICE.

No. 6.

(R. S. & C., 1175.)

LETTER from INDIA OFFICE, to TREASURY.

INDIA OFFICE, S. W., 25*th June* 1884.

Sir,—In continuation of my letter dated the 24th April last, I am directed by the Secretary of State for India in Council to forward herewith a copy of a memorial from the Bombay Chamber of Commerce, on the subject of English plate duties and compulsory Hall-marking.—I have, &c.,

No. 4.

J. A. GODLEY.

The SECRETARY to the TREASURY.

ENCLOSURE 1, IN No. 6.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.
ENCLOSURE TO DESPATCH, No. 30 OF 1884.

To the Most Hon'ble the MARQUIS of RIPON, K.G., P.C., G.M.S.I., G.M.I.E., VICEROY and GOVERNOR-GENERAL of INDIA, *dated Bombay*, 28*th March* 1884.

THE MEMORIAL OF THE BOMBAY CHAMBER OF COMMERCE,

RESPECTFULLY SHEWETH,—That it is desirable that continued efforts should be made to procure the abolition of the English import duties on gold and silver plate of Indian manufacture, and of the English laws relating to Hall-marking.

That the duties amount in the case of gold to 17*s.* per ounce, and in the case of silver to 1*s.* 6*d.* per ounce, or from 35 to 36 per cent. of the present value of silver, which virtually prohibits the use of that metal for commercial purposes.

That the English laws relating to compulsory Hall-marking are, moreover, a grievous injustice and restriction to the Indian trade, in proof of which your memorialists need only refer to the following enactments:—

(1). No imported plate can be exposed for sale in the United Kingdom unless previously Hall-marked at one of the Assay Offices.

(2). If the quality of any part of an article presented for Hall-marking be in the slightest degree inferior to the English standard of fineness, the entire article, not only the individual piece, is broken up and thus rendered valueless as a work of art.

With regard to the first of these prohibitions, your memorialists desire to observe that highly-chased plate, such as is manufactured in India, cannot be Hall-marked, seeing that the process involves certain methods of assay, which so injure the workmanship as to render a return to the workshop inevitable. To avoid the defacing operation of

assaying and marking, and the consequent necessity of taking his goods back to the workshop to be repaired, the English manufacturer sends them to the Hall in a rough, unfinished state; but it is obvious that this course is not open to the Indian manufacturer, who is thus placed at a great disadvantage as compared to his English competitor. The protection which the second of these prohibitions affords to the English silversmith against foreign competition was clearly pointed out in the letter from the Government of India, dated 23rd January 1883, to the Secretary of State for India, in paragraph 6 of which, quoting from the Calcutta Trades Association, they observed that much of the highly-chased and elaborate work of the Indian silversmith cannot be made in soft pure silver, and as the metal requires to be alloyed to a certain degree of hardness to enable it to be worked up to perfection.

That the effect of these prohibitive duties and protective enactments relating to Hall-marking is to exclude from the English market gold and silver plate of Indian manufacture, a branch of trade for which India has a special aptitude.

That your memorialists believe that the abolition of these duties and protective enactments would result in a great expansion of the trade, which would be attended with a largely increased demand for silver for trade purposes, and an important development of the art of the silversmith.

That these duties, and the protective enactments relating to Hall-marking, are opposed to the free trade policy of England, which has been adopted by the Government of India, and their total repeal is urgently demanded, alike in the interests of the Indian manufacturer and the English consumer.

For these reasons, your memorialists pray that Your Excellency may be pleased to continue to urge on Her Majesty's Government the repeal of the English import duties on gold and silver plate, and the entire abolition of the laws relating to Hall-marking, at the earliest practicable date.

And your memorialists, as in duty bound, will ever pray.

No. 7.

(11,106.)

LETTER from TREASURY, to INDIA OFFICE.

TREASURY CHAMBERS, 1*st July* 1884.

SIR,—I am directed by the Lords Commissioners of Her Majesty's Treasury to acknowledge the receipt of Mr. Godley's letter of the 25th ultimo, No. 6. forwarding a copy of a memorial from the Bombay Chamber of Commerce, on the subject of English plate duties and compulsory Hall-marking. I have, &c.,

C. G. BARRINGTON.

The UNDER-SECRETARY of STATE, INDIA OFFICE.

No. 8.

(R. S. & C., 1689.)

LETTER from INDIA OFFICE, to TREASURY.

INDIA OFFICE, S. W., *29th August* 1884.

SIR,—In continuation of Mr. Godley's letter, dated the 25th June last, I am directed by the Secretary of State for India in Council to forward herewith a copy of a resolution passed by the Kurrachee Chamber of Commerce, relative to the English import duties on plate and to compulsory Hall-marking.—I have, &c.,

No. 6.

HORACE WALPOLE.

The SECRETARY to the TREASURY.

No. 46 OF 1884.

ENCLOSURE 1, IN No. 8.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE, &c.—COMMERCE and TRADE.—MISCELLANEOUS.

SIMLA, *1st August* 1884.

To the right Hon'ble the EARL of KIMBERLEY, Her Majesty's SECRETARY of STATE for INDIA.

MY LORD,—In continuatioin of our despatch, No. 30, dated the 23rd of May last, forwarding a memorial from the Bombay Chamber of Commerce, on the subject of the repeal of the English plate duties, and of the system of compulsory Hall-marking, we have the honour to transmit copy of a resolution passed at a Special General Meeting of the Kurrachee Chamber of Commerce on the same subject.—We have, &c.,

RIPON.
D. M. STEWART.
J. GIBBS.
T. F. WILSON.
C. P. ILBERT.
S. C. BAYLEY.
T. C. HOPE.
A. COLVIN.

ENCLOSURE 2, IN No. 8.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

ENCLOSURES to DESPATCH, No. 46 S.R., of 1884.

From W. P. SYMONDS, Esq., Acting Under-Secretary to the Government of Bombay, Revenue Department to the SECRETARY to the Government of India, Department of Finance and Commerce, No. 5341, dated *3rd July* 1884.

I am directed to forward, for transmission to Her Majesty's Secretary of State for India, the accompanying copy of a resolution passed at a Special General Meeting of the Members of the Chamber of Commerce at Kurrachee, held on the 23rd May 1884, soliciting the abolition of the import duties levied in England on gold and silver plate of Indian manufacture, and an amendment of the English laws relating to Hall-marking.

RESOLUTION passed at the Special General Meeting of the Members of the Kurrachee Chamber of Commerce, held on the 23rd May 1884, *re* the English Import Duties on Gold and Silver Plate of Indian Manufacture.

Proposed by Mr. A. M. Hinch, and seconded by Mr. J. Grant,—

That this Chamber second the efforts of the London Chamber of Commerce and other Associations to procure the abolition of the English import duties on gold and silver plate of Indian manufacture, and an amendment of the English laws relating to Hall-marking, for the following among other reasons :—

(*a*) That both these prohibitive duties and the protective enactments relating to Hall-marking prejudicially affect the development of an Indian industry, not only of considerable importance, but one in which the workmen of this country have attained to an advanced degree of excellence and perfection ;

(*b*) That in the opinion of this Chamber, the duty of 17*s.* per oz. on gold and 1*s.* 6*d.* per oz. on silver is excessive, and should not be maintained if any increase in the trade in these metals is desired ;

(*c*) That, whereas English gold and silver are now admitted into India free of duty, it seems only reasonable that a like concession should be made in respect to the trade of this country ; otherwise that reciprocity between the commerce of the mother country and the colony, which it is so desirable to foster and maintain, will be seriously impaired ;

(*d*) That, in regard to the laws relating to Hall-marking, the Indian trade is very detrimentally affected by the requirement that unless the article presented at the

Assay Office proves equal in fineness to the exact English standard, it shall be totally destroyed; and that this requirement, too, should not be confined to the individual piece proving defective, but to all that may be presented at the time;

(*e*) That the above requirement is particularly hard on the Indian trade, since, owing to the absence of practical assayers, except at the Presidency Towns, native workmen are without the means of ascertaining the exact fineness of their silver. Nor does the class of work executed by them permit of work in unalloyed silver, as the elaborately-chased articles of Indian manufacture, which form so large a proportion of the silver exported from this country, cannot be worked to the perfection attained unless previously reduced in quality to the requisite degree of hardness by alloy;

(*f*) That a further objection may be taken to the process of Hall-marking, as at present performed, *viz*, that of impressing an article with no less than three or four stamps. The effect of this on an article of delicate workmanship is either to damage it irreparably, or to so disfigure it as to render it unsaleable; And, lastly,

(*g*) That were the import duties on gold and silver plate of Indian manufacture abolished, the laws relating to Hall-marking amended, and an improvement in the process of assaying and stamping be effected, a very considerable development in the trade in these metals will, in the opinion of this Chamber, result; but while these prohibitive duties and protective enactments are in force, the Indian manufacturer is practically denied a market in the United Kingdom for his wares.

No. 9.

(14,703.)

LETTER from TREASURY to INDIA OFFICE.

TREASURY CHAMBERS, *4th Sepetmber* 1884.

SIR,—I am directed by the Lords Commissioners of Her Majesty's Treasury to acknowledge the receipt of No. 8 your letter, dated the 29th ultimo, and enclosing a copy of the resolution passed by the Kurrachee Chamber Commerce on the 23rd May 1884, relative to the English import duties on plate, and to compulsory Hall-marking.—have, &c.,

C. G. BARRINGTON.

The UNDER-SECRETARY of STATE, INDIA OFFICE.

No. 10.

(R. S. & C., 2234.)

LETTER from INDIA OFFICE, to TREASURY.

INDIA OFFICE, WHITEHALL, S.W.,—15*th December* 1886.

SIR,—With reference to previous correspondence on the subject of English import duties on Indian plate and compulsory Hall-marking, and with reference also to the statement made by the Under-Secretary of State for India in the House of Commons on 21st September last, in answer to a question by Sir G. Balfour, I am directed by the Secretary of State for India in Council to forward herewith, for the consideration of the Lords of the Treasury, a copy of a letter received from the Government of India of the above-mentioned subject. I am to add, that his Lordship entirely concurs in the views of the Government of India with regard to the laws affecting the admission to this country of silver articles manufactured in India.—I have, &c.,

[a] Dated 26th October 1886.

J. A. GODLEY.

The SECRETARY to the TREASURY.

No. 350 OF 1886.

ENCLOSURE 1, in No. 10.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

STATISTICS AND COMMERCE.—CUSTOMS.

SIMLA, 29*th October* 1886.

To the Right Honourable VISCOUNT CROSS, G.C.B., Her Majesty's SECRETARY of STATE for INDIA.

MY LORD,—We desire to call your Lordship's attention to the correspondence on the subject of the import duties on Indian manufactured silver in England, ending with our Despatch, No. 46, dated the 1st August 1884.

2. The question discussed in that correspondence has no direct bearing on the problems connected with the present condition of silver, which have been referred to a Royal Commission. Any measure, however, which results in a more extended demand for silver, cannot fail at any time to have importance from the point of view of this country. We stated in paragraph 3 of our Despatch, No. 16 (Separate Revenue), dated 14th March 1884, that we were unable to admit the sufficiency of the arguments employed by the Lords of the Treasury; and we think that the present may be a favourable opportunity, in view of the attention which is now directed very generally to questions connected with the more extended use of silver, of again urging

upon their attention the expediency of adopting the measures in regard to the English duties on manufactured Indian silver, and to compulsory Hall-marking, which were indicated in our previous Despatches. Should your Lordship concur with us, we trust, therefore, that steps may be taken with the view of again, at the present time, bringing the matter before Her Majesty's Government.—We have, &c.,

DUFFERIN.
C. P. ILBERT.
T. C. HOPE.
A. COLVIN.
G. CHESNEY.
J. B. PEILE.

No. 11.

(19,441—1886.)

LETTER from TREASURY, to INDIA OFFICE.

TREASURY CHAMBERS, 9*th February* 1887.

SIR,—I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Secretary of State for India in Council, that they have considered your letter of the 15th December last, covering a Despatch from the Government of India, urging upon Her Majesty's Government the expediency of repealing the English duties on manufactured Indian silver, and the regulations which subject such silver to compulsory Hall-marking.

No. 10.

My Lords, without expressing any opinion upon the merits of the duties in themselves, fear that they cannot hold out hopes that the state of finance will enable the Chancellor of the Exchequer to take these duties into consideration.—I have, &c.,

R. F. WELBY.

The UNDER-SECRETARY of STATE, INDIA OFFICE.

No. 12.

(R. S. & C., 1050.)

LETTER from INDIA OFFICE, to TREASURY.

INDIA OFFICE, WHITEHALL, S.W., 19*th August* 1887.

SIR,—With reference to your letter, dated 9th February 1887, and previous correspondence, I am directed by the Secretary of State for India in Council to forward herewith a copy of a letter from the Government of India, and enclosure, urging again the abolition of duties on plate, and of the system of compulsory Hall-marking.

No. 11.

I am to add that Lord Cross entirely agrees with the views entertained, and now again so forcibly stated, by the Government of India, and that he trusts that this question will now be taken into the serious consideration of the Lords of the Treasury,—I have, &c.,

J. A. GODLEY.

The SECRETARY to the TREASURY.

No. 174 OF 1887.

ENCLOSURE I, IN No. 12.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

STATISTICS and COMMERCE.—CUSTOMS.

SIMLA, *2nd July* 1887.

To the Right Honourable VISCOUNT CROSS, G.C.B., Her Majesty's Secretary of State for India.

MY LORDS,—We have the honour to acknowledge the receipt of your Lordship's Despatch, No. 33 (Statistics and Commerce), dated 3rd March 1887, forwarding copy of correspondence with the Treasury on the subject of the English plate duties and the system of compulsory Hall-marking, from which it appears that the Treasury could not at that time hold out any expectation that the state of the finances would enable the Chancellor of the Exchequer to take these duties into consideration.

2. The language held, however, by the Chancellor of the Exchequer on the occasion of the introduction of the Budget, on the 21st April last, in reply to a question from Sir R. Temple, leads us to think the matter may again with advantage be pressed upon the attention of Her Majesty's Government. We forward, to that end, a summary of the correspondence which has hitherto taken place on this subject, and we desire to submit, for your Lordship's consideration, the expediency of again bringing the matter forward. We have, &c.,

DUFFERIN.
F. S. ROBERTS.
T. C. HOPE.
A. COLVIN.
G. CHESNEY.
A. R. SCOBLE.
J. B. PEILE.

ENCLOSURE 2, IN No. 12.

The English Duties on Silver and Compulsory Hall-marking

1. FOR a long time past the Government of India has been endeavouring to induce the English Government to relieve the Indian silver-ware from the Import duties, which, combined with the practical effect of the system of compulsory Hall-marking, prevent any real

development of what might otherwise become a trade of some importance. The official discussion of the question extends over a period of more than six years. Before Sir Evelyn Baring joined his office of financial Member of the Council, he wrote to Mr. Gladstone on the subject, and, in a note written in January 1881, he said that Mr. Gladstone, in reply, expressed the opinion that the desire for the repeal of the duties well deserved consideration, and that he should be very happy if he could comply with it "in the very next financial arrangements." Mr. Gladstone afterwards requested to be furnished with further facts bearing on the question. These facts were collected and furnished to Sir E. Baring, and the Government awaited the action of the English Government.

2. The facts are these: On silver-plate manufactured in England and imported from abroad, a duty of 1*s.* 6*d.* an ounce is levied. The duty is collected at the Assay Office, where all articles of silver plate, certain small wares excepted, because of the difficulty of testing and marking them, are tested, and, if found equal to the English standard, are Hall-marked. If not equal to the standard they were, down to 1883, immediately destroyed. In that year, however, in consequence of a Report from a Select Committee of the House of Commons and complaints from India, a modification was made, and now, if imported silver-ware is not equal to the standard, the importer may re-ship it out of England. Hall-marking is compulsory, under a penalty of 10*l.* for each piece of plate exposed for sale without the Hall-mark, and confiscation of the plate. The ordinary standard in England being fixed at 925 fine, it is impossible for Indian silver-plate made from rupee silver to pass the test, for rupee silver is a little below the standard.

3. An important point in connection with the working of these regulations, which has hitherto, curiously enough, escaped the attention of those interested in the trade, is that the English manufacturer only nominally pays 1*s.* 6*d.* an ounce on his plate, his actual payment being not more than 1*s.* 3*d.*, for he receives an allowance of one-sixth "in consideration of the unfinished state of the wares when they are produced for the assay, at which time the duty is assessed. This allowance is much in excess of the average difference between the finished and unfinished articles" (28th Report of the Commissioners of Inland Revenue, page 56). The English manufacturer, in fact, removes the articles from his workshop before they are burnished and finished off, has them assayed and marked, gets the rebate of 3*d.* out of the 18*d.* fixed by law, and then takes the articles away to be finished. The Indian manufacturer cannot do this; he must send his wares to England in a condition fit for sale, and consequently is charged the full 18*d.*, provided that the metal is up to the standard. If it is not, the wares must be removed out of England. Therefore, as the law and regulation operate in practice, an Indian manufacturer is prohibited from selling his goods in England if they are made of rupee silver, the only silver current in India; and if he goes to the trouble and expense of procuring finer silver of the standard required in England, he still finds the English manufacturer protected against him to the extent of one-sixth, or 16·6 per cent., of the duty supposed to be levied alike on English and foreign wares.

In his Budget speech, on the 4th April 1881, Mr. Gladstone held

out hopes that the silver duty might be repealed for the following reasons: (1) the general advantage attending the removal of excise duties upon products of British industry; and, (2) that "there is every reason to believe that India is well qualified to supply us with silver-ware in a manner advantageous to herself and the trade and the people of this country, were it not for the operation of this tax." Unfortunately, there were weighty reasons against the immediate removal of the duty in the ordinary manner, the chief of which was, that it would give rise to a series of claims for drawbacks, which Mr. Gladstone estimated at 170,000*l.*, or three and a half year's revenue, and might possibly give rise to fraudulent claims. Instead of an immediate removal of the tax, Mr Gladstone intimated his intention of introducing a resolution proposing that, in order not to disturb sensibly the course of trade, the duty should be reduced annually by 3*d.* an ounce until it expired. No interference was proposed with regard to the gold duties. Subsequently Mr. Gladstone announced in Parliament that, in addition to the difficulties likely to arise from claims to drawback, further inquiries showed that objections also existed to the gradual abolition of the duty. Accordingly, in Committee, Mr. Gladstone informed the House that the measure had been abandoned.

The Government of India waited until the following year, and in March 1882, after the removal of the Indian cotton duties, telegraphed to the Secretary of State: "We desire very earnestly to press upon Her Majesty's Government the importance of repealing the silver duty this year if possible. We believe that this would be a very gracious act at a time when we have repealed our customs duties: it would give much satisfaction to the public here, and would be highly politic.

Lord Hartington replied: "I caused the substance of your telegram of the 17th March last, relative to the importance of repealing the silver duty, to be communicated to the Lords Commissioners of Her Majesty's Treasury. The Chancellor of the Exchequer, in his financial statement delivered in Parliament on the 24th of April, remarked that he is not prepared to make any proposals for the repeal of the duty at the present time, although he recognised that there were two reasons which recommended its abolition: the first and especial one being the strong opinion expressed by your Government in favour of its early removal, and the second, the embarrassment to the market and hindrance to trade caused by its maintenance."

Despatch, No. 137, dated 4th May 1882.

The question now began to be pressed upon the attention of the Government of India by the mercantile and trading bodies of the country. The Madras Trades Association, in December 1882, in a memorial addressed to the Local Government, complained of the serious obstacles to the trade in silver-ware, namely, the heavy duty and the compulsory assay by the Goldsmiths' Company, as virtually amounting to prohibition, and as being, moreover, a protective duty in the interests of the English silver trade. The Association complained of the law which required that all manufactured silver for sale must be equal in fineness to English standard silver, and that articles under that standard must be "smashed and battered" and confiscated, and the owner held liable to a penalty of 10*l.* for each article. The method of the assay was also objected to, the process being so "clumsily and ruthlessly" performed, that English manufacturers

were compelled to send their wares to the Hall in an unfinished state unpolished and unburnished; a course not open to the Indian manufacturer, who had to run the risk of his finished goods being damaged, if not injured beyond recovery.

Following this representation, the Calcutta Trades Association, in January 1883, addressed the Government of India on the subject, representing the difficulty of introducing the fine silver work of Cashmere, Cutch, the Punjab, and Southern India into England, not only because of the duties, but also because the work was liable to be broken up and rendered fit only for the melting-pot by the Assay Office, if it "fails by one-fourth of a grain to come up to the English standard of fineness; which differs considerably from the Indian standard of the rupee." Such a small deviation from the English standard could not make any real difference in the intrinsic value of the silver ware to the purchaser. Moreover, the highly-chased and elaborate work of the Indian silversmith could not be made in soft pure silver, and required a little alloy to give it some degree of hardness, nor could Indian manufacturers submit their work in a rough unfinished state, as English manufacturers did, in order to avoid the defacing operations of assaying and marking.

As an instance of the complicated and elaborate method of working the tax, the Association mentioned a case in which a Firm in Calcutta, having an elaborate and artistic piece of silver work made in London to order, were compelled to forego a claim of 20*l.*, to which they were entitled as drawback on export, because the English Custom House insisted upon the work being taken to pieces and the different pieces of silver weighed, which could not be effected without much difficulty and delay.

These two memorials were sent to the Secretary of State. The Despatch, No. 26, dated 23rd January 1883. Government of India again strongly urged the repeal of the duty, representing the hardships involved by the rigorous application to all Indian silver ware (which it is not practicable in all cases to work in soft pure silver) of the English standard of fineness; the consequence of falling below this in the slightest degree being that Indian work was not merely forbidden sale in England, but was broken up and rendered valueless as a work of art. It was also pointed out that the system under which duty was levied placed the silversmith at an advantage over his foreign competitor; a system not in harmony with the general policy of Her Majesty's Government; that the repeal of the duties would act beneficially on the general financial position of the Government of India; and that any measure tending to increase Indian exports, and thus draw some portion of the population, however small, away from agriculture to manufactures, would be very desirable It was also urged that there were political considerations in favour of repeal. After the large sacrifices India had made to give complete freedom to trade by the abolition of her import duties (a sacrifice regarded by a considerable section of the Indian community as having been dictated in the interests of England), it seemed not unreasonable to expect that a small fiscal reform of this nature, which would benefit India, should be made by Her Majesty's Government in England.

On the subject of drawbacks, it was observed that in all customs reforms carried out in India no drawbacks were allowed.

This Despatch having been sent to the Treasury by the India Office the Secretary to the Treasury replied to the effect that the primary consideration with the Treasury was the financial equilibrium of the Home Budget, and that the question of repeal of the duties was complicated by the large sum which would be claimed as drawback. The Indian cotton duties were "purely and avowedly protective," while the silver duties were "only framed to countervail the excise duty imposed upon the home manufacture."

13th March 1883.

The India office, in its reply to this letter, called attention to the statement of the Government of India that no drawbacks were allowed in India in cases of customs reforms, and also showed that the statement that the Indian cotton duties were "purely and avowedly protective" was inaccurate. "These duties were originally imposed purely for fiscal purposes, and at a time when no Indian manufactures existed which they could operate to protect; they were subsequently modified at different times in order to remove the protection which it was found that they were alleged to offer to certain classes of Indian-made goods, and they have recently been entirely abolished, in common with import duties upon many other articles."

This correspondence having been sent to the Government of India, it requested that the matter might again be pressed upon the consideration of Her Majesty's Government, and expressed the hope that, in view of the smallness of the amount of revenue involved, it would be possible at some early date to preserve fiscal equilibrium without the maintenance of these highly objectionable duties.

Despatch, No. 39, dated 22nd June 1883.

The answer of the Treasury was as follows:—

"It would not be seemly for my Lords to controvert the views expressed by the Government of India on the objects of their fiscal arrangements. But, on the other hand, with reference to the last paragraph of the letter from the Government of India, to which Lord Kimberley calls their Lordships' attention, they must remark that it is for them to judge whether, and when, Parliament can be asked to charge on the tax-payers large sums (under the name of drawback) to be paid to the holders of silver goods, in order to relieve the purchasers of silver, who generally belong to the wealthier part of the community, from the present tax on plate."

The Secretary of State sent this answer to the Government of India, with the remark that he did not think it advisable to continue the discussion with the Treasury.

No. 186, dated 18th October 1883.

The discussion then ceased; but the papers having been published, it was revived in February 1884 by another representation from the Calcutta Trades Association, who expressed their inability to understand why in the case of silver more than in that of any other goods the payment of drawbacks should be allowed to stand in the way of the abolition of a highly objectionable duty. The Association represented also that, although many Indian Firms suffered heavy pecu-

niary losses on the abolition of the cotton import duties, no drawback was allowed them. It added that the English silver duties restricted trade even in India. Travellers in India would doubtless purchase more freely than they did the beautiful chased silver work of this country, were it not for the difficulties they have to encounter with such articles on their arrival in England. There they were placed in bond and weighed in order to determine the duty. The owner had next to make a statutory declaration that the articles were not intended for sale or exchange. If at any subsequent time he should sell or exchange the articles in an unmarked condition, from any unforeseen cause whatever, he incurred the risk of a penalty of 10*l.* for each article, and, furthermore, their entire confiscation. Should silver imported for sale be found to assay one-fourth of a grain under the English standard, though not now broken up immediately, as formerly, they were returned to bond and required to be re-exported within three months, failing which they were broken up.

Letter dated 7th March 1884.

The Bengal Chamber of Commerce also urged that the duty was a "practically prohibitive imposition," and described the Hall-marking system as "so oppressive that the manufacturers of Indian silver-ware are deterred from entering the English market and offering for sale the beautiful and highly ornamental work which they can produce."

The Madras Trades Association also again wrote with reference to a complaint made by Messrs. Orr & Co., of Madras, of the treatment of certain Indian plate imported into England. The grievance complained of consisted of the breaking up by the assay authorities of a quantity of embossed "Swami" jewellery, which that Firm had sent to England in 1881 as a trial consignment to introduce these wares into the United Kingdom. The articles were made of rupee silver and this being fractionally below the English standard, the whole consignment was broken up notwithstanding that every effort was made to avert its destruction, and although Messrs. Orr agreed to re-export the plate.

No. 19, dated 14th March 1884.

These three representations were sent to the Secretary of State, and the propriety of repealing the duty was again pressed upon the consideration of Her Majesty's Government. The Government of India added that there were grounds for believing that the amount of drawback likely to be payable on the repeal of the duties would not be by any means so considerable as represented. It was believed that English stocks were in a great measure old in workmanship and out of date, and such as could not claim heavy drawbacks. Moreover, the agitation for the repeal of the duties and the abolition of Hall-marking having continued so many years, manufacturers had largely reduced their stocks, and were working principally for order only.

Subsequently a memorial from the Bombay Chamber of Commerce, and a resolution passed by a Meeting of the Kurrachee Chamber of Commerce, in support of the abolition of the silver duties and compulsory Hall-marks, were sent to the Secretary of State.

Meanwhile the subject was being discussed in England. In November 1883 the Secretary to the Peninsular and Oriental Steam

Navigation Company addressed the Secretary of State with reference to the Indian parcels post service, which it carried between India and the United Kingdom under an arrangement with the directed-general of Post Offices in India. Many of the homeward-bound parcels carried by the Company contained small articles of silver plate sent by persons in India to friends and relatives in England, and were formerly cleared through the Customs without any difficulty, upon payment of the import duty of 1s. and 6d. an ounce. By a change in the law effected by the Revenue Act of 1883 plate could not be passed through the Customs, nor duty paid thereon, as previously, until assayed stamped, and marked, an exception being made in the case of articles imported for private use and for sale, which were passed through the Customs upon the receipt of a declaration made by the addressee before a Magistrate that it was intended solely for private use. The Directors suggested to the Secretary of State that a representation might be made to the Lords of the Treasury, requesting that articles of silver plate shipped from India by the Indian parcels post by Peninsular and Oriental steamers should be exempt from the conditions of the Revenue Act of 1883; or that, instead of requiring a declaration to be made by the addressee, the same should be accepted if made by the Peninsular and Oriental Company, to the effect, that to the best of their knowledge and belief, the plate was imported for private use and not for sale.

In November 1883 Messrs. C. B. Pare & Co. wrote to the Secretary of State with a complaint somewhat similar to that of Messrs. Orr in 1887. They stated that, with a view of opening out a trade with India in art manufactures, they had ordered, as an experiment, a variety of silver articles from Cashmere, but that these had been stopped by the Customs as being made of rupee silver, and under the British standard. The goods were ordered to be re-exported at once under penalty of being broken up. Messrs. Pare & Co. submitted that the restrictions imposed, the heavy duty, the necessity of taking out a plate license before offering for sale, and the enforced Hall-marking, were prejudicial to the best interests of English silversmiths. Without such obstructions a large trade might spring up with India, such as had been opened out with Japan, the introduction of whose manufactures had proved most beneficial to English art metal and porcelain manufacturers

In forwarding these two letters for the consideration of the Lords of the Treasury, the Secretary of State strongly urged the case of the Peninsular and Oriental Company regarding the exemption of Indian parcel post packages from the provisions of the Revenue Act of 1883 for favourable consideration. With regard to Messrs. Pare's complaint of the stoppage at the Custom House of a quantity of art silver work from Cashmere as an "illegal importation," and the orders for its re-exportation within 28 days, under penalty of being broken up, because they were made of rupee silver, that is to say, because they did not contain 222dwts. of pure silver (English standard), but 220dwts. (rupee standard) to the pound of 240dwts., Lord Kimberley said that he could not characterise such a proceeding as other than barbarous in the case of works of art. His Lordship stated that it was unnecessary for him "to point out the extreme hardship, and, indeed, absurdity, of requiring manufacturers in India to work in

silver of a higher standard of fineness than that of the rupee coined and circulated by the British Government, or to dwell upon the injury suffered by the United Kingdom in consequence of the virtual exclusion from it of Indian plate in universal demand for their artistic merit and the perfection of their workmanship." In the Secretary of State's view the grievance complained of by Messrs. Pare and other importers on Indian silver goods might be removed by providing either "(*a*) that Hall-marking be established in India, in which case it should be enacted that goods bearing the Indian Hall-mark be passed at the Custom House, on payment of duty, without any assay; or, (*b*) that goods from India be assayed as now, and, if found to be up to the Indian standard (that is, of the rupee), be marked with a special and clearly distinctive mark, and then allowed, on payment of duty, to pass into use in this country." The distinction between British and foreign plate might be maintained by requiring the latter to be marked F. In the case of plan (*a*) meeting with approval, Lord Kimberley pointed out that it would be necessary to consult the Government of India. He, himself, however, perferred the second course (*b*), and earnestly recommended it for favourable consideration, as it appeared to him that "the present state of things is wholly indefensible, and, indeed a discredit to this country."

The Treasury admitted that the Peninsular and Oriental Company's complaint was reasonable, and said that in future a declaration by the agent of the Company, such as that proposed, would be deemed sufficient, subject to reasonable limits as to size and weight, and with necessary safeguards to prevent the privilege being abused.

As regards Messrs. Pare's case, the Treasury would not admit that any hardship existed. The law which laid down that silver goods below the English standard could not be exposed for sale had been long in force, and was well known to the trade; and by the Revenue Act of 1883 the old law, that if such plate on assay was founded below standard was broken up, had been modified so as to allow the alternative of re-exportation.

The Treasury declined to entertain the proposal that either an Indian assay Hall-mark should be established or recognised in England, or that a special assay and mark should be established in England for silver of the rupee standard, because "the adoption of either suggestion would involve a serious disturbance of the present system." It was thought, however, that a solution might be found which would be practically sufficient for the purposes of the Government of India. The class of goods whose exclusion was complained of were of a peculiar character as regards workmanship, and were highly ornamental. If some proper definition of them could be obtained, legislative powers might be sought so as to exclude them from compulsory assay, and they could thus be imported and sold freely upon payment of the customs duty. It was said that the legal advisers of Government would be consulted as to the preparation of a Bill to this effect.

Nothing further has been heard on this part of the subject, and the whole question was dropped until October 1886, when the Government of India wrote to the Secretary of State, suggesting that the appointment of a Royal Commission to inquire

No. 350, dated 30th October 1886.

into the present condition of silver afforded a favourable opportunity of again urging the expediency of adopting the measures in regard to the English duties on manufactured Indian silver, and to compulsory Hall-marking, which were indicated in previous Despatches.

Letter of 9th February 1887.

The Secretary of State wrote to the Treasury, entirely concurring in the views of the Government of India. The Treasury answered simply that, without expressing any opinion upon the merits of the duties in themselves, it was feared that the state of the finances would not enable the Chancellor of the Exchequer to take the duties into consideration.

In view of the large surplus shown by the Chancellor of the Exchequer in the Budget presented to Parliament last April, and of the disposal of that surplus by extensive remission of taxation, it was hoped that these duties might have been taken up and dealt with. Nothing has been done however. It would appear, from a reply to a question put in the House of Commons (by Sir Richard Temple, on 21st April), that the Chancellor had intended to deal with the matter in his Budget, but that difficulties had arisen. The nature of the difficulties was not stated. The question and answer are quoted below from "Hansard :"—

Sir Richard Temple.—In deference to the interests of the people of India, I have to ask the Chancellor of the Exchequer whether he will be pleased to consider favourably the remission of the duty on the silver work imported from India to England? I am aware that this matter has been, in former discussions, mixed up with the question of Hall-marking. But I do not wish so to mix it up. Personally, I am in favour of the system of Hall-marking, as ensuring public confidence in the articles so marked. But if this process is found to be too rough for the delicate silver fabrics of India, then some other mechanism can be found for assaying the purity and quality of these fabrics. Sir, the remission of this duty was proposed by a Committee of this House in 1879. It was mentioned in the Budget Speech of 1881. A more recent discussion took place in this House in May 1884. On that occasion the Hon'ble and learned Member for Chatham (Sir John Gorst) spoke as follows :—

"He wished to bring a little friendly pressure to bear upon the Chancellor of the Exchequer with regard to this subject. * * * * It was admitted on all hands this tax ought to be abolished. The Government themselves had in three successive years proposed to abolish it. The only reason that it existed appeared to be the difficulty of dealing with the question of drawback. If, as the Hon'ble Gentleman (Mr. Slagg) stated, 100,000*l.* could settle this matter, the Chancellor of the Exchequer would, he thought, be delighted to settle it on those terms."

Now, Sir, the Hon'ble and learned Gentleman has become Under-Secretary of State for India. I hope he will exercise his benign influence in the direction indicated by him in 1884. I know that 100,000*l.* may not cover, perhaps, the whole amount of drawback that would have to be allowed. This drawback is, in fact, a refund of the duty, which would have to be allowed in the event of the duty being

remitted. Otherwise the unsold silver which had paid duty would be placed at a disadvantage in competition with the silver which, by the remission of duty, would be excused from payment. Still, the drawback would not be allowed to every holder, nor to all silver; but only to silver duty-paid and unsold at the time in the stores of the silver merchants. On this point, in May 1884, the Hon'ble Member for Bodmin (Mr. Courtney), of whom I desire to speak with special respect in your presence, and who was then Secretary to the Treasury, made a useful suggestion, which I will quote, to the effect,—

"That some understanding should be arrived at with the big dealers in gold and silver plate as to the terms on which their claims for drawback could reasonably be met."

Sir, I am sure that in that way the question may be arranged with great satisfaction to the importers, and with justice to the claims of India, for which four main reasons may, in brief, be adduced. First, this silver work is a manufacture of extraordinary beauty, which, if unfettered, may attain great popularity in England. Secondly, the trade between India and England has, on the one hand, stimulated the exportation of raw produce, but has extinguished many of the ancient Indian manufactures. I cannot complain of this process of trade and industry; but I urge it as a reason why we should maintain, so far as we fairly can, those characteristic and interesting manufactures which still remain. Thirdly, India has been generous to British interests remitting all duties on the importation of British manufactures. And, fourthly, this Indian silver work does not compete with any articles manufactured in England; but if allowed a fair field, without any fiscal burden, it will make its way in England and hold its own there.

Mr. Goschen.—In reply to my Hon'ble friend behind me (Sir Richard Temple), I may say, that two days ago, if he had raised this question, I should have told him that I was going to deal with the matter in my Budget, and that I was going to make a proposal which I thought was favourable to the introduction of Indian silver into this country. At the last moment, however, a difficulty arose which prevented me from doing so. If I should see my way to deal with the subject I will certainly do so.

The case, therefore, now stands, with two modifications, where it stood at the end of 1880. These two modifications are:—

(1) That when small silver articles are sent as presents by private persons in India to their relations and friends in England, through the overland parcels post, it is no longer necessary that the addressee should make a formal declaration before a Magistrate, a declaration from the Agent of the Peninsular and Oriental Company being accepted;

(2) That when silver articles are sent for sale in England, they may be returned to India if found below English standard; whereas, before 1883, they were destroyed.

It is obvious that these modifications have not had the least effect in permitting free trade in silver ware between India and England; the trade is practically prohibited.

It has only to be added that at the present price of silver the duty on imported silver-ware represents a tax of about 40 per cent. *ad valorem* on the metal employed in the wares ; that the whole revenue from the gold and silver duties was last year only 67,313*l.* ; and that it appears from the Reports of the Commissioners of Inland Revenue that these duties show a declining tendency.

No. 13.

(17,605—87)

LETTER from TREASURY to INDIA OFFICE.

TREASURY CHAMBERS, 7*th January* 1888.

SIR,—The Lords Commissioners of Her Majesty's Treasury have given their best attention to your letter of the 19th August last, with its enclosures, relative to the English duties on plate and the system of compulsory Hall-marking, in connection with the importation of Indian silver plate into this country ; and they have been furnished with an expression of the views of the Clerk to the Goldsmiths' Company on the third paragraph of the Memorandum of the Indian Government.

(R. S. & C., 1050) No. 12.

A copy of Mr. Prideaux's letter is herewith enclosed, for the information of the Secretary of State for India in Council. He will observe from that letter that the authorities on Hall-marking in this country dispute the accuracy of the contention of the Indian Government as to the disadvantage at which the Indian silversmith is placed, as compared with the British silversmith.

On the general question of the plate duties, I am to request you to inform Lord Cross that my Lords have further and carefully considered it ; and that, though the views of the Indian Government, in which the Secretary of State concurs, will continue to be borne in mind by this Board, the Chancellor of the Exchequer, as at present advised, is not prepared to commit himself to a proposal for altering the duties.—I have, &c.,

G. L. RYDER.

The UNDER-SECRETARY of STATE, INDIA OFFICE.

ENCLOSURE 1, IN No. 13.

LONDON E. C. GOLDSMITHS' HALL, 23*rd September*, 1887.

DEAR MR. CRAFER,—I have your letter of the 21st instant, with the accompanying papers ; and I have, as you request, directed my attention to paragraph 3 of the letter from the Government of India.

In the first place, I would remark that the statement that the point particularly referred to in this paragraph has hiterto escaped the

attention of those interested in the trade is inaccurate, for there was a good deal of evidence upon this point given before the Select Committee on Gold and Silver Hall-marking in 1878.

It is not the case that the English manufacturer is protected to the extent of the whole allowance of one-sixth. The amount of profit which the manufacturer makes, varies, no doubt, in the case of different articles; but I think that I cannot do better than refer you to the answer given by Mr. Garrard to Questions 886 and 887 in the evidence given before the Select Committee above mentioned.

In the first answer Mr. Garrard shows, as I think, conclusively that, in the case of certain articles which he mentions, the profit is less than a penny per ounce; and in the second answer he gives one good reason why it has always been understood and intended that the British manufacturer should make a small profit.

In point of fact, while the English manufacturer has to pay duty upon the unfinished article, which duty he may very possibly not be recouped for several years, the Indian importer is not asked to pay the duty until his wares are ready for marking, and presumably on the point of being sold.

I may also point out that the Indian importer is protected *against* the English manufacturer in two particulars: (1) if his work is found to be below the standard, he may have his packet sent back to him without damage, while the work of the English manufacturer would be at once broken up; and (2), in the case of wares falling within the definition laid down in the Revenue Act, 1884, such wares may be exempted from the necessity of being marked.

Although it is telling a thrice-told tale, I may, perhaps, remark that we have had plate from both India and Burmah which has easily passed the British standard, and that in the case of Indian work which we have been obliged to condemn such work has not approached even the rupee standard. This cuts the ground from the statement contained in the last two lines of paragraph 2.

I return you the papers, and shall be very glad to give you any further information or help in my power.—I have, &c.,

WALTER J. PRIDEAUX.

I. N. CRAFER, Esq.

No. 14.

(R. S. & C., 682.)

LETTER from INDIA OFFICE to TREASURY.

INDIA OFFICE, WHITEHALL, S.W., 13*th June* 1888.

SIR,—With reference to your letter dated 17th January, No. 13. I am directed by the Secretary of State for India in Council to forward a copy of a Despatch, in which the Government of India explain their position in regard to the several points urged in Mr. Walter Prideaux's letter of the 23rd September, concerning the Hall-marking of silver.

Lord Cross does not deem it necessary to follow the Government of India in discussing the points urged by Mr. Prideaux, but he desires to express his strong hope that the question of remitting the silver duties may be again brought forward at an early date.—I have, &c.,

J. A. GODLEY.

The SECRETARY to the TREASURY.

No. 108 OF 1888.

ENCLOSURE 1, in No. 14.

GOVERNMENT OF INDIA,

DEPARTMENT OF FINANCE AND COMMERCE.

STATISTICS and COMMERCE.—CUSTOMS.

SIMLA, 24*th April* 1888.

To the Right Hon'ble VISCOUNT CROSS, G.C.B., Her Majesty's SECRETARY of STATE for INDIA.

MY LORD,—We have the honour to acknowledge the receipt of your Lordship's Despatch of the 9th February 1888, No. 11, (Statistics and Commerce), from which we learn with regret that the Treasury does not propose to take any action in the matter of the English duties on Indian silver goods.

2. Your Lordship desires to know our views on the remarks made by the Clerk of the Goldsmiths' Company in his letter enclosed in the Despatch.

These remarks are in substance as follow :—

(1) It is not accurate to say that the question of rebate has escaped the attention of those interested in the trade ;

(2) It is not the case that the English manufacturer is protected to the whole extent of the rebate ; on some articles his profit is less than a penny an ounce ; and it has always been understood and intended that he should have a profit, because he pays duty on an unfinished article on which the duty may possibly not be recouped for "several years" ; the Indian importer, on the other hand, does not pay duty until his goods are ready for marking, and "presumably on the point of being sold" ;

(3) The Indian importer is protected against the English manufacturer in two ways : (*a*) his work if below standard is sent back, while that of the English maker is broken up ; and, (*b*) some of his wares are exempted from the necessity of being marked ;

(4) Some work from India has easily passed the standard, while other which has been condemned was below even the rupee standard.

3. As regards the first of these remarks, we beg to point out that we have treated this case all through on behalf of Indian traders alone, and it was to them that reference was made when it was stated that the matter seemed to have escaped attention, for in none of the memorials and letters addressed to us has it been noticed. The evidence before the Select Committee on the subject has no bearing on the effect of the rebate on competition between the Indian and English manufacturer.

4. As regards the second, we are aware that the whole sum of 3*d.* is not claimed as clear profit in all cases. The remarks of Her Majesty's Commissioners of Inland Revenue on this point were quoted from their 28th Report. But if it is implied that because on some articles the profit is less than a penny an ounce, that profit is what is ordinarily derived from the rebate, we desire to point out that the articles in question belong to what is known as "flat" ware, that is, waiters, trays, and plates; that such articles were admitted in the evidence referred to to be falling out of use in England; and that, as a fact, such articles are not now made to any extent in India, any more than in England, of silver. Indian art ware of that description is made of brass, copper, and other metals, not of silver. Home silver plate is of the kind in which the English manufacturer finds a large profit by reason of the rebate.

The remark that there is a good reason why the English manufacturer should get a large rebate which should not be given to the Indian importer, rests on an assumption for which there is no ground. There is no reason to suppose that when Indian ware is imported it is "on the point of being sold." It is, in fact, except when made to order, in no better a position than English silver. The English maker sends his silver to be marked and pays the duty just before he proposes to finish it off and expose it for sale. The Indian manufacturer sends his goods to England for the same purpose of exhibition for sale, and there is no reason, of which we are aware, why an Indian article should be sold sooner after arrival than an English article after it has paid the duty.

5. As regards the third point, there seems to be in the first clause a misconception of the effect of the treatment of Indian silver. So far as the English manufacturer is concerned, the protection to him is precisely the same whether Indian wares are broken up or whether they are merely returned to the place whence they came. In either case, they cannot be sold at all in England, and the English manufacturer retains his monopoly while he makes his wares of silver of the English standard, for the Indian manufacturer of wares made of silver of the Indian standard is not allowed to compete. As regards the second clause, we desire to say that we are aware of the concession which allows the exemption from marking of certain imported goods, but, though the goods need not be marked, they are liable to the full duty of 18*d.*, while the English manufacturer gets a rebate on the same class.

6. As regards the fourth remark, we have to say that it is irrelevant. We are aware that some Indian ware imported into England has been stated to be of silver below the rupee standard, and we have made no representation in regard to such silver. We have stated that our case applies to silver of rupee standard and English standard. If of

the former, it is not allowed admission into the English market at all; if of the latter, it has to pay the full 18*d.*, while English competing goods get the rebate. No answer is given to these statements except to say that the whole of the rebate is not clear profit. The rebate is not defensible even when only one-third of it is clear profit, but it is certain that in nearly all cases two-thirds of it, and perhaps more, are clear profit, and English silver is protected against Indian to the extent at least of 2*d.* in the ounce.

7. We regret greatly to learn that the Treasury does not propose to take any action on our representations. In the earlier stages of this correspondence we were informed that there was a difficulty in connection with drawbacks. When we pointed out that such a consideration should not interfere with the proper treatment of the case, we were informed that financial difficulties stood in the way. When the financial difficulties had disappeared, we were told that a legal difficulty (the nature of which has not been mentioned) had arisen. In the enclosure of your Lordship's present letter we are informed, without any reason being assigned, that the Chancellor of the Exchequer is not prepared to alter the duties. We venture to represent to your Lordship that the tone of the letter from the Goldsmiths' Company, and the decision thereon of the Treasury, cannot but create an impression that the present system is maintained solely in the interests of that Company and those whom it represents; and we would urge that India, which has given up nearly a million of cotton duties on the ground that they protected native industry against English, has some claim upon English for reciprocity on its part in permitting free competition between foreign and native manufacturers. We have, &c.,

Vide House of Commons Resolution, dated 11th July 1877.

DUFFERIN.
F. S. ROBERTS.
G. CHESNEY.
A. R. SCOBLE.
C. U. AITCHISON.
C. A. ELLIOTT.
J. WESTLAND.

No. 15.
(11,734—88.)

LETTER from TREASURY to INDIA OFFICE.

TREASURY CHAMBERS, 25*th September* 1888.

SIR,—I am directed by the Lords Commissioners of Her Majesty's Treasury to reply to your letter of 13th June, enclosing a copy of a Despatch from the Goverment of India, dated 24th April, on the subject of the silver plate duty, and of the system of rebate allowed under it to English system wares, which, it is alleged, operates as a protection to the English manufacturers of such wares, to the injury of their Indian competitors. That Despatch is in substance a reply to the

No. 14.

letter of their Lordship of the 7th January, and to the letter of the Clerk of the Goldsmiths' enclosed in it.

My Lords have read with much surprise the remark made by the Government of India, "that the tone of the letter from the "Goldsmiths' Company and the decisions thereon of the Treasury, "cannot but create an impression that the present system is "mainted solely in the interests of the Company and those whom "it represents." Such an impression if it exists, is not only unjust to the Goldsmiths' Company, who, in carrying out the law in respect of the plate duty and the system of Hallmarking are discharging public functions with no benefit to themselves, but involves a wholly erroneous view of the attitude of their Lordships, whose "decisions," as expressed in their letter of 7th January, was not in any way based on Mr. Prideaux's letter, or on the views therein stated with regard to the question of rebate Mr. Prideaux's letter was simply forwarded to you in order that the Government of India might be informed of the view of the English authorities on Hall-marking. The language of my Lords in the letter enclosing Mr. Prideaux's was such as might have indicated distinctly to the Government of India that, so far from their decision being based on the arguments of Mr. Prideaux, they simply referred to those arguments before passing to the "general question," and on the general question were guided solely by financial considerations.

My Lords cannot but express their great regret that the Government of India should have given any countenance to the idea that, in the policy hitherto pursued, the Treasury have been actuated in any degree by a desire to promote the private interest of English manufacturers.

Apart from their remarks upon the alleged motives actuating their Lordships on their question, the Government of India comment in somewhat strong terms on the continued refusal of successive Chancellors of the Exchequer to commit themselves to the abolition of the silver plate duty. My Lords observe that, in making these comments, the Government of India seem to misapprehend the nature of the considerations which have led to this hesitation on the part of several Chancellors of the Exchequer. The objection to the abolition of the duty is based entirely on the loss of revenue involved in such abolition, aggravated, as it would be in the first instance, by the payment of drawback. The Government of India argue as if, as soon as the Chancellor of the Exchequer had any surplus to dispose of, that objection fell, *ipso facto*, to the ground. But it might have seemed unnecessary to point out that the question of remitting any particular duty, even if admitted to be objectionable in itself, is not simply decided by the fact that in any one year the finances of the country permit of such a remission being made. Not only has the future to be thought of, but other claims for remission have to be equally considered, and to be weighed from the point of view of the general public interests. Their Lordships must, therefore, take exception to the remark that "the financial difficulties" with regard to the abolition of the duty "have disappeared." It is for them to judge whether that is or is not the case. They must reserve to themselves the right to determine whether at any given time the position of the Exchequer in view of all the various demands upon it, whether for remission of

taxation or for new expenditure, will permit of the removal of the plate duty, and in so doing they are not departing in any way, as the Government of India appear to suggest, from their previous declarations with regard to this question.

But while my Lords cannot on the present, any more than on former occasions, give a promise to abolish the duty on silver plate, they are anxious that the manner of collecting the duty should be absolutely equitable as between home-made and imported silver.

With that object they are considering the question of the rebate granted to home-made silver wares, and the divergent views expressed with regard to its operation by the Goldsmiths' Company, and by the Government of India. Should this consideratioh lead to the conclusion that the rebate, in its practical effect, is tantamount to a protective duty in favour of the English manufacturer, they will be prepared to take such steps as may appear to them best calculated to remove the inequality.—I am, &c.,

R. E. WELBY.

The UNDER-SECRETARY of STATE for INDIA.

No. 16.

(R. S. & C., 1343.)

LETTER from INDIA OFFICE to TREASURY.

INDIA OFFICE, WHITESHALL, S. W., *8th November* 1888.

SIR,—In reply to your letter of the 25th September last, relative No. 15. to the duties on Indian silver plate, I am directed by the Secretary of State for India in Council to forward herewith, for the information of the Lords of the Treasury, a copy of a Despatch which has been addressed to the Government of India on this subject.—I have, &c.,

J. A. GODLEY.

The Secretary to the Treasury.

ENCLOSURE 1, in No. 16.

STATISTICS and COMMERCE.—No. 78,

INDIA OFFICE, LONDON, *8th November* 1888.

To His Excellency the Right Hon'ble the GOVERNOR-GENERAL of INDIA in COUNCIL.

My Lord,—A copy of your letter dated 24th 1888, No. 108 (Finance and Commerce, having been furnished to the Lords of the Treasury, I now transmit a copy of the reply received from their Lordships.

2. While entirely agreeing with your Excellency in Council as to the expediency of taking the first opportunity of removing the English duties of Indian silver goods, I see no advantage in continuing the discussion at present.

3. The case of the Indian Government has been fully placed before the Lords Commissioners of the Treasury, and the last two paragraphs of their letter of the 25th September lead me to hope that the interests of the Indian manufacturer may receive due consideration.

4. I desire in connection to call the attention of your Excellency's Government to the inexpediency of publishing in India, without previous communication with me, any document which forms part, or is likely to form part, of a correspondence between this Office and any other Government Office in this country; and I request that you will give such instructions to the various Departments of your Government as will ensure the observance of this rule.—I have, &c.,

CROSS.

APPENDIX U.

PROPOSED ALTERATION IN THE DAY OF DEPARTURE OF THE ENGLISH MAIL STEAMER FROM BOMBAY.

No. 4183.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 13*th August* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to inform you that Her Majesty's Post Master General proposes that in future the day of departure of the mail from Bombay and day of arrival in London shall be :—

Leave Bombay—Fair season, on Sunday
Monsoon, on Saturday

Arrive London—Fair season, on Wednesday
Monsoon, on Thursday

The mails to leave London throughout the year every Friday as at present.

2. This proposal is made in order to meet the objections raised by the Australian Colonies to the departure of the mails from Adelaide on Monday, this day being the most inconvenient day of the week for the three colonies of New South Wales, Victoria, and South Australia.

3. It may be assumed that for the future the mail steamer will arrive in Bombay every Sunday and that the mail for all parts of India will be despatched from Bombay on the same day. The effect of the alteration proposed in the day of departure of the homeward mail from Bombay will therefore be, on this assumption, as follows :—

Bombay—
Arrival—Sunday
Departure—Sunday evening, fair season
Saturday evening, monsoon

Calcutta—
Arrival—Wednesday morning
Departure—Thursday evening, fair season
Wednesday evening, monsoon

Madras—
Arrival—Tuesday morning
Departure—Friday evening, fair season
Thursday evening, monsoon

Rangoon—
Arrival—Saturday noon
Departure—Monday morning, fair season
Sunday morning, monsoon.

4 I am to request that the Government of India may be favoured with the opinion of the Chamber on this proposal. As the Secretary of State presses for an immediate answer, I am to suggest that the views of the Chamber may, if convenient, be communicated by telegraph in anticipation of a reply by letter.—I have, &c.,

J. E. O'CONOR,
For Offg. Secy. to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *20th August* 1889.

Telegram to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

"Sunday most unsuitable day for despatching mail, for banking, commercial, trading and travelling public. Saturday evening strongly objected to by all classes as interfering with much-prized half holiday all the year round. If change absolutely necessary, would it be possible to arrange Saturday at two o'clock during fair season and Friday evening during monsoon? Writing fully detailing objections."

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *21st August* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I have the honor to acknowledge the receipt of your letter No. 4183 of 13th instant, requesting the opinion of the Chamber on a proposal of Her Majesty's Postmaster General to alter the weekly departure of the English Mail from Bombay to Sunday in the fair season and Saturday during the monsoon.

2. In compliance with the request expressed in the fourth paragraph of your letter, the Committee yesterday sent you a telegram (copy of which is enclosed) intimating that, in their opinion, the proposed change would be most unsuitable for the banking, commercial, trading and travelling public; and I am now directed to address you more fully giving the various objections which they entertain to the proposal.

3. As against a Sunday departure in the fair season, it is scarcely necessary to point out that the chief objection is the certainty that Sunday would cease to be a day of rest, and, except perhaps for the fact of banks and public offices being closed, would become an ordinary business day. Not only would mercantile firms dealing directly with Europe be compelled to transact a certain amount of business on the day the mail left, but others would require to keep their offices open and their establishments at work, the movements of local mails—from Kurrachee, for instance—being dependent on the departure of the London steamer. Under the present arrangement, Sunday is universally observed by the entire commercial and trading community, both European and native, and Saturday, also, has, for many years past, been treated as a half-holiday. The proposed change, however, would necessitate both shops and offices being kept open for the entire day on Saturday, as travellers going to Europe have, generally speaking, business to transact with their agents and trades people immediately before the departure of the steamer. The result would accordingly be that the volunteer movement would be seriously checked, its success being entirely dependent on the Saturday half-holiday, while every one connected with trade would be deprived of necessary rest and opportunities of recreation. My Committee understand that the proposed change originates with a desire to alter the day of departure of the Australian mails from Adelaide; but this, they venture to think, could be equally well arranged were the time of leaving Bombay fixed at 2 p.m. on Saturday during the fair season and on Friday during the monsoon. The only possible objection which the Committee can see to this arrangement is that the Indian mails would suffer a delay, in transit, of some 27 hours; but this, in their opinion, would be of small moment as compared with the numerous objections which exist to a Sunday departure in the fair season and a Saturday evening departure in the monsoon. They would accordingly suggest that if any change be deemed absolutely necessary, this arrangement would be preferable to the proposal now under discussion. At the same time the feeling of the entire commercial community is now and has always been strongly in favour of a Friday departure.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *22nd August* 1889.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to forward herewith, for the information of Government, copies of a telegram and letter dated 20th and 21st instant, respectively, addressed by the Chamber to the Government of India, Department of Finance and Commerce, in reply to a letter requesting the opinion of the Chamber on a proposal to alter the day of departure of the English mail steamer.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *28th November* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to enquire whether Government have yet received information from Her Majesty's Postmaster General regarding the change, if any, to be made in the day of departure of the English mails from Bombay.

This enquiry is made with the object of arranging the holidays under the Negotiable Instruments Act for the year 1890, so as to meet the convenience of business people who are concerned with mail work.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *6th December* 1889.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to confirm the following telegram despatched to your address yesterday evening:—

"Chamber's letter of 28th November. Committee solicit favor of reply by wire respecting departure of English mail."—I have, &c.,

JOHN MARSHALL, Secretary.

Telegram dated *6th December* 1889 from the GOVERNMENT of INDIA, Department of Finance and Commerce, to the CHAMBER of COMMERCE, Bombay.

"No decision from England yet about mail day."

No. 6141.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, *5th December* 1889.

To The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 28th November 1889, and to state that the Government of India has not yet received any information from England regarding the day of departure of the homeward mail steamer from Bombay. The Secretary of State has been asked by telegram for an early decision.—I have, &c.,

J. E. O'CONOR,
Asstt. Secy. to the Government of India.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, *January* 10, 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 6141, dated the 5th December, 1889, regarding the day of departure of the homeward mails, I am directed to inform you that the Secretary of State has telegraphed that it is proposed to have, from the middle of May next (no change being made until then), a Friday departure during the monsoon and a Saturday departure at 2 p.m., during the fair season. The Government of India is still in correspondence with the Secretary of State on the subject.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

PROCEEDINGS of the public meeting held in the Town Hall, Bombay, on 18th December 1889, to protest against the proposed alteration in the day of departure of the English Mail Steamer.

The Hon. Sir Charles Sargent, Chief Justice of the Bombay High Court, occupied the chair, and among those present were :—the Hon. Mr. Justice Bayley, the Hon. Mr. Frank Forbes Adam, C.I.E., the Hon. Mr. F. Latham, the Hon. Sir Dinshaw Manockjee Petit, the

Hon. Mr. Nowrojee N. Wadia, the Lord Bishop of Bombay, his Grace Archbishop Porter, the Hon. Mr. R. M. Sayani, the Hon. Mr. K. T. Telang, Messrs. A. M. Gubbay, Henry Curwen, J. Griffiths, Dr. Thomas Blaney, Messrs. Javerilal U. Yajnik, Perozesha Merwanjee Mehta, Kaikhosro N. Kabrajee, Grattan Geary, George Cotton, the Rev. Dr. Mackichan, Mr. W. E. Hart, Colonel Wise, Messrs. A. F. Beaufort, John Marshall, H. W. Uloth, the Rev. Goldwyer Lewis, Messrs. M. C. Turner, G. W. Roughton, L. R. W. Forrest, G. McLaren, W. M. Macdonald, H. Chalmers, Rughoonath Narayen Khote, Colonel Moberly, Dr. W. Gray, Messrs. A. F. Turner, J. Greenwood, G. W. Moir, C. Chambers, J. F. N. Graham, Byramjee Nusserwanjee Servai, J. Nathan, L. Aeppli, C. W. Kenworthy, H. John, J. M. Sleater, J. W. Smith, Louis Penny, J. R. Duxbury, Vernon F. Bayley, John C. Anderson, G. K. Heinrichs, F. W. Stevens, J. H. Symington, Nanabhoy Byramjee Jeejeebhoy, N. S. Glazebrook, H. Wynford Barrow, Vizbucandas Atmaram, Harold R. King, Serjeant Atkinson, Messrs. E. F. Nicholson, Charles Douglas, C. P. Cooper, L. Rivett-Carnac, J. L. Watkins, G. Claridge, Charles E. Fox, Prince Samatsingjee, Colonel G. L. Merewether, Messrs. E. M. Slater, R. B. Nixon, C. J. Michael, Rev. G. W. Clutterbuck, J. P. Baird, Captain A. C. Clarke, J. Higgins, Sorabjee Shapoorjee Bengalee, Framjee Viccajee, and Fazulbhoy Visram.

The Sheriff, Mr. Javerilal Umiashanker Yajnik, having read the requisition for convening the meeting, and having declared that the meeting was duly constituted said :—Before electing your chairman I beg you will allow me to say how heartily I sympathise with this movement. The gentlemen who are to address the meeting will, I am sure, deal with the various phases of this question of a Sunday mail in a way which will leave nothing to be desired. I would, therefore, make one remark, and that is that the very large and representative meeting that I see around me in this hall testifies unmistakably to the fact that the Christian and non-Christian mercantile classes of this great city are alike prepared to enter a vigorous and emphatic protest against what they considered to be a Sunday infliction. I will now ask you to appoint your chairman and proceed to business.

The Sheriff having read a letter from Mr. E. C. K. Ollivant, the Municipal Commissioner, regretting his inability to attend, and stating his sympathy with the object of the meeting,

The Hon. Sir Dinshaw Maneckjee Petit proposed, and Mr. A. M. Gubbay seconded, that Sir Charles Sargent should be requested to take the chair. The motion was carried with acclamation.

Sir Charles Sargent, who took the chair amid a loud cheers, said : Gentlemen,—The question which has brought us here to-day touches the interests very closely of large portions of the community, including all classes, and I have, therefore, great pleasure in being here on this occasion. You are doubtless aware that the cause of our being here to-day in public meeting is our desire to protest against the contemplated change in the day of departure of the mail from Friday to Sunday. Sunday, besides being the Christian day of worship, is also looked upon by all classes of the community as a day of rest from ordinary duties. But it is doubtless true that this is a question which affects the mercantile community more than any other, and it must be

remembered that this is essentially a mercantile town, and a town which, I believe, is second to none in the colonies or elsewhere in the commercial relations it has with England and Europe, and, therefore, I think it is entitled on that account to very respectful consideration. (Hear, hear.) The difficulty which I understand has arisen has been how to make an arrangement by which the fortnightly mails can run between Australia and England in connection with the mail from India to England; but for all that it is an arrangement which must be carried out with due regard to the interest of all concerned, whether it is financially or otherwise. The difficulty which presented itself in attempting to make such an arrangement was that our Australian cousins from conscientious reasons want to make a day of rest on Sundays for themselves. It is their desire that their mail trains should not run on Sundays. It seems that it is only through running trains on Sundays that the mails from India and Australia can arrive at Aden about the same time. It appears to me, from the most conscientious views, it is not asking Australia too much to waive their objection to run trains on Sundays once a fortnight; but if that cannot be done, the Government of India should press for the leaving of the mail on Saturday. That I understand could easily be done, and that I understand would satisfy us all. (Applause.)

The Lord Bishop, who was received with cheers, said: Sir Charles Sargent and Gentlemen,—I am about to begin what I have to say in a somewhat irregular fashion by calling your attention, in the first instance, not to the resolution which has been actually entrusted to myself, but to one which will be moved at a later stage in the meeting. That resolution is: "That the resolutions of this meeting, with the names of the chairman and speakers, be communicated by telegraph to the London Press." (Cheers.) Now, I am not going to poach upon the preserves of the gentlemen whose duty it will be to move and second that resolution. They will tell you the reasons why it is held to be so desirable that our proceedings should be thus communicated. But I want to call your attention to this resolution from a different point of view. If we are to effect the object with which we have met this afternoon, I think we have our work cut out for us. In order to make that plain I will only appeal to a very familiar domestic experience. I think we have all known families—probably many families—in which we have noticed that some one member of the household—perhaps not the oldest, perhaps not the most influential and certainly not the most amiable—gets everything done in the house exactly as he or she chooses to ask for it. And I think if we went into the reason why, we should find it to be this: that if the will of this particular one was thwarted all the others would find the house too hot to hold them. Well, now I think we are ourselves to-day somewhat in the position of one of the same long-suffering members of such a family. Any one who looked into the *Times of India* this morning must have seen that Australia was pursuing the agitation for what she desires, through her agents in London, with the most undisguised and cynical selfishness and one of these agents had—not to use a stronger word—the hardihood to suggest at the meeting where our common affairs were being discussed that Australia alone had a right to be considered in the matter. Now, not only is that the case, but if Australia is not considered, and does not get things exactly her own way, she has the power, which unfortunately we have not, of making Ministers at home pass a very

unpleasant half hour. I only wish we had the power of making Ministers at home pass a very unpleasant half hour—(laughter and cheers)—if we do not get what we want—but unfortunately not being voters for an independent Legislature we have not got any such power. Therefore, I say, we have our work cut out, and if we are to carry our point we must make ourselves heard in the most unmistakable manner possible. When I came into this room this afternoon the question I asked myself was this : "What is to be the telegram to be sent home about this meeting ?" Well, the difficulty I had in making my way to the platform showed me at once that it would have to state that it was a crowded meeting, while the various head-dresses of the gentlemen around me showed me that the telegram would have to state that the meeting was representative of all castes and creeds. (Cheers.) But now there is one thing more that is wanted when we send home our report of this meeting. We have as it were come here this afternoon to fire off a shell upon a fortification against us. The resolution which I am going to bring before you is the shell. You, gentlemen, are the charge, and my friend Mr. Forbes Adam has well rammed home that charge judging by the way some of the gentlemen in front of me have got their elbows pressed into their sides. (Laughter.) Now, what we want is explosion, and that explosion I want to come in this form : that you should enable those who send off that telegram to say that it was not only a crowded meeting and not only a meeting representing all creeds and classes, but an unanimous and enthusiastic meeting. (Cheers.) I am afraid you think, gentlemen, that I am asking you to clap my speech ; but I am not : I am asking you to put it in our power to bring what power it is possible to bring to bear upon our Ministers at home. With this preface I will now read to you the resolution I have been asked to propose. It is as follows :—"That this meeting protests against the proposed despatch of the European mails from Bombay on Sunday during a large part of the year as a measure fraught with injury to the moral, physical, and material well-being of the community in and beyond Bombay." (Loud cheers.) I will address myself then to the first of these points, *viz*, that this proposal is fraught with danger to the moral interest of the community, and that point, gentlemen, is just the one which gives me the right to stand before you this afternoon as the mover of the first resolution. If anything is proposed that may affect only the physical or material interests of Bombay, I feel there are many who may stand before you with better right to speak than I have. But when anything is on the *tapis* by which the moral interests of this community are touched, it is my belief that if the Bishop of Bombay is not to the fore he is simply shirking his duty. (Loud cheers.) I think if one man is given a great official position here as a representative of the moral welfare of the people, that position makes it his duty to see that nothing which really and powerfully effects the moral interest of the community he represents is allowed to pass without his exercising his right to come forward and protest against it. I have already stated in a petition which you have all seen published in the newspapers the way in which I conceived the proposed change affects the moral interests of the Christian community of Bombay, so I will not further dwell upon that point. I will only ask all who are here present to believe that we Christians come before our fellow-citizens asking them to feel a kindly sympathy in a point which touches our

moral interests even more than their own. But I will proceed to points where I feel we are all upon common ground; *viz*, the way in which the moral well-being of the community in and even beyond Bombay is affected by the proposal to despatch the European mails from here on Sunday. I do not think in a great commercial city like Bombay this proposition needs much enforcing that over-strain and over-work are bad for any man's moral nature. (Cheers.) If instead of addressing the gentlemen who stand before me I could go round and individually ask their wives and families whether they find the husband and father a better or worse husband and father for not being over-worked, I have very little doubt as to their answer, because all those qualities which tend to make him happy, patient, ready to give and take and to put up with the little demands of home are very materially interfered with if that man returns to his home with his brain and nervous system irritated by over-work. I think also that every man who has a little time for leisure, for self-culture, for innocent amusement is in every way a better and happier man. (Cheers.) There is one very great evil which in some form or another is common to every race in the world, which all doctors will tell us is terribly promoted by worry and over-strain, and that is a resort in some form or another to those things with which the less a man is acquainted the better—I mean in the European the "peg" here and the "peg" there to get him through his day's work and amongst other races in which alcoholic stimulants are not in fashion, the resort to opium or some drug of that kind by which an over-strained and wearied system is soothed for the time being, I think then that when we plead for a weekly holiday—and it is more than the weekly holiday, because the Saturday half holiday is also concerned—it does not take many words to show that we are asking for that which is very closely bound up with the primary moral interests of the community to which we belong. (Cheers.) Now, how far will it be possible for the Sunday rest to be continued, or the Saturday half holiday if the Sunday mail comes into force? I think that at first probably a large number of European offices will remain closed, but there are one or two offices which we see cannot possibly remain closed; and in this connection I may remark that I do not know how homeward bound passengers are to get on if Messrs. King, King & Co. and Messrs. Grindlay, Groom close their offices on the mail day. Nor do I see how those who come down from up-country to catch the mail steamer are to make their little final preparations in Bombay to which they look forward if all the European shops are closed. Then there are of course a large number of firms and offices in which there is not a single Christian member, and although they might very much prefer the Sunday rest, they will feel if it is possible to work up to the very hour at which the mail leaves, they will be sacrificing an advantage if they do not do so. Then very speedily the European offices one after another will perhaps be opened, and although I am speaking without my book, I think it possible that some of the banks may find it necessary to make arrangements by law or otherwise for some of their business to be done also. Therefore I say that the great moral gain to the community by Sunday's rest must within the course of a few months or so be greatly encroached upon, and finally done away with, by reason of the mails starting from our harbour on

Sunday afternoon. I pass now to the question of the physical injury which will be done to the community, and that wants fewer words still to enforce it. Which brain does anybody suppose is in the best condition at the end of ten years' work—the brain which has been worked for six days a week, or the brain which has been worked for seven? I do not think anybody can have a doubt upon the subject. Which sets of muscles will be in the best order—that set which has had some manly exercise on Saturday afternoon, or that set which has been cramped up over the desk till 5 o'clock for seven days? And if you want an illustration of the way in which I believe that the weekly rest affects the physique, not of individuals, but of a nation, I will ask you which of the races in the world do you believe to have the finest, the most adaptable, and the longest lasting physique? I tell you without a moment's hesitation that it is the physique of that race among whom and by whose sacred law the weekly rest was first started—the race which has observed the weekly rest for some seventeen or eighteen hundred years longer than any European community—that race which in every country that you go into you will find to the front in everything that is won by push and energy—I mean the Jews. (Cheers.) Now I will not say that there may not be any other cause or other causes to account for the magnificent physique of the Jewish race, but at all events this is the one on which we can lay our hand and say that the nation which has preserved the weekly rest stands at this moment at the top of the tree in physique and in many ways in intellectual energy. (Cheers) I will just give you one of the most telling sets of facts on the subject by statistics of the Kingdom of Prussia. It is proved that whereas the average age of other races in that kingdom is 26 years, that of the race which took the weekly rest twice as long as the others is 37. In one city in Germany—in Frankfort—where I say without fear of contradiction that the general conditions under which the Jewish population lived are less healthy than those under which the Christian population lived, the following figures will show that in every hundred Jews who are born, twelve die under four years old, of every hundred children of other races twenty-four die under four years old; of every hundred Jews born in that city, something like 25 per cent. live to 70 years old; and all those who are born of other races in that city live only about half that number—(cheers)—I think that these things go a long way to establish the point that the abolition of the weekly rest would give a very grievous blow to the physical interests of the community of this city. (Cheers.) About material interests I shall not say much. I do not believe that people can have their moral and physical interests sacrificed without their material interests suffering as well. And these things, gentlemen, extend beyond the city of Bombay itself. They extend to all the many passengers by the homeward mail who have to pass through this city, year by year, and I think that we owe some consideration to a class on whom a good deal of the prosperity of this great commercial community depends. (Cheers.) I thank you, gentlemen, for having set absolutely at rest—I won't say the misgiving, because I have really no misgiving—the question, with which I started: we shall be able to telegraph to England that these resolutions were adopted by an unanimous and enthusiastic meeting—(cheers)—representing all classes and creeds in Bombay. (Loud and prolonged cheers.)

The Hon. Mr. R. M. Sayani, who was cordially received by the meeting, said : I have the honour to second the resolution which has been proposed, in such eloquent terms, by the Lord Bishop of Bombay. It is manifest that her Majesty's principal Secretary of State for India has not, in acceding to the wishes of the people of Australia, given due consideration to the interests of her Majesty's subjects residing in British India. It does not seem to have occurred to him that in order to remedy the evil of running one train on a Sunday in Australia and thus necessitating the employment of one or two dozen persons on a Sunday once in a fortnight in Australia he was actually ordering a change which would necessitate the employment of thousands of people on every Sunday during the greater part of the year in British India. In other words, in order to avoid putting a handful of persons to slight inconvenience once a fortnight he wants to put a considerably larger number of persons to much greater inconvenience twice a fortnight. Even a very superficial inquiry would have shown him the glaring inconsistency of his conduct, and convinced him that the remedy he was going to administer was considerably worse than the disease itself. In fact, the orders of the Secretary of State for India on the subject in question show an utter disregard to Indian interests, which interests, however important and however far-reaching in their consequences, are passed over or neglected in a perfunctory manner without any compunction, and hence it has become necessary for us to join and meet here in this public place to enter our respectful, but firm, protests against the orders of the Secretary of State. Then again, politically too, it would be a mistake to close the mails on Sundays. Just fancy a Prince of the Royal blood of England or the Christian Viceroy of the Christian sovereign of Great Britain leaving Bombay on a Sunday, and whilst the church bells are ringing calling Christian men to prayer, that all the Christian officials and the representatives of the other communities hurrying on, not to the church but to the bunder, to bid farewell to the Christian Prince or Viceroy. The very idea of the spectacle is ludicrous. Morally, too, the effect would be disastrous. Our rising youths following the example of their Christian Rulers would come to conclude that religion is a matter to be disregarded. I would fain hope that this protest on behalf of the whole of British India, and coming as it does from the second city of the British Empire, and in making which protest all the various interests in this city unite, a protest in which the Government and the people all unite, will have the desired effect of opening the eyes of the Secretary of State to the grievous injustice he is about to perpetrate against all the various communities residing in this country. I advisedly say all the various communities—for it is not the Christian community alone that will suffer by the proposed change. I say, amongst others, the community to which I belong will also suffer by the change. The Mussulman community will by this change be deprived of a day of rest every week just as much as the other communities. We Mussulmans, like the rest of our brethren, trade with Europe, and have to write our mail letters, and have to deal with Banks and European offices, to get our bills of lading signed, and to have our drafts cashed, and to do a lot of other things which are appurtenant to mercantile transactions with Europe. Some of us are connected with the mill industry of this place, and have to order out machinery and stores from Europe.

Some of us have to indent for goods from Europe for sale in Bombay and in the mofussil. In fact, to all Mussulmans engaged in trade—and there is a considerable number of them engaged in this profession—the proposed change will entail a deal of hardship. Again, the Mussulmans have now taken kindly to travelling to Europe, some for pleasure, more for trade, and still more for study—especially my co-religionists from Upper and North-West India—thanks to the life-long and noble efforts of Sayad Sir Ahmedkhan and others—and it will be a deal of hardship and discouragement to this class of persons—most of them young men—if the contemplated change is carried out. Again, we all know that her Most Gracious Majesty the Queen-Empress of India and the British people are most unwilling to deprive us of our birthrights so far as practicable. The institution of having one day in the week reserved for rest is co-eval with the birth of Islam. That day, no doubt, was Friday. On the advent of the British Rule Friday was changed into a week day, but the evil was somewhat lessened by substituting Sunday ; but now that substitute, even incomplete as it is, is to be removed, and we are to be left without any day of rest in the week. Is it just, is it generous, we may be permitted to ask the Secretary of State for India, that such treatment should be vouchsafed to us ! I say, therefore, the Mussulman community feels equally aggrieved with the other communities at this unjust and ungenerous change, and they protest as loudly and as sincerely as the other communities at the contemplated change, and they join in asking the Secretary of State for India to hold his hands and to countermand the proposed change. (Loud cheers.)

Mr. Pherozshah M. Mehta, who was received with cheers, in supporting the resolution, said : Mr. Chairman and Gentlemen,—I most cordially support the resolution which has been placed before you so exhaustively by the Bishop of Bombay. It is said that one touch of nature makes the whole world kin ; but it seems to me that there is nothing like a common grievance to bring people together. (Cheers.) And it is a grievance common to us all that has brought us here together, common to all creeds, all classes, and all communities of this city. We are all threatened—high and low, official and non-official—with the deprivation of an institution which has worked itself into the common life of the city, and which contributes in no small measure to the preservation of its welfare. (Cheers.) Whatever differences of opinion there may exist as to the ways in which Sunday is observed in the different countries of Europe, there can be but one opinion as to the character of the weekly day of rest which English people have introduced in India. The Sunday which they have given us is what has been described by a French writer, and truly described, as "the respectable, the beneficent, and the humane Sunday of England." (Loud cheers.) It may be said that the despatch of the English mails on Sunday will not affect the whole population of the city. But it is sure in the end to destroy the character of Sunday as a common day of rest, in the way the poet has described, "Like the little rift within the lute, That by and by will make the music mute." (Cheers.) I trust, gentlemen, that this our protest will receive the consideration which it so well deserves, though true it is, as we often find to our cost, that it is a far cry from here to the India Office. (Hear, hear.) Instances like the

present one have the unfortunate tendency of fostering the belief in the public mind that in all questions involving the conflicting interests of England and her sturdy colonies, India goes to the wall, and can expect no justice. (Cheers.) It may be that many a time and oft this belief is unfounded in particular instances. But that the general belief is not without some justification is shown by the way in which India has been treated, to mention only a few instances, in the matter of the import duties, the silver plate duty, factory legislation, and home charges. (Cheers.) But it is a political blunder to be always throwing the sword ruthlessly in the balance. Let us trust that the Secretary of State will awaken to the sacred duty that lies upon him of protecting the interests of the voiceless peoples over whose destinies he presides, among whom we may remind him are English people in no way inferior to the colonists of Australia, and who, perhaps, will now learn to recognize, as I am glad the Lord Bishop has already done, that efforts to secure some small measure of organized representation and power of utterance without in any way jeopardizing the safety of the Empire, may be both reasonable and loyal. (Loud cheers.)

Mr. Justice Bayley, who was received with cheers, said :—Sir Charles Sargent and Gentlemen,—Agreeing as I do with all that has fallen from the chairman and those who have preceded me with reference to this resolution, I do not wish to encroach on your time in going over the ground they have so ably covered. But inasmuch as I have been for several years in command of the Bombay Volunteer Rifle Corps—(cheers)—I shall treat the question as it affects that corps. It has been considered by many members of the commercial community that the regiment may very likely be seriously interfered with by the Sunday mails and abolition of the Saturday half holiday, so I will ask your attention as to the opinion I have formed on that point. Those of you, whether English or native, who have approached Naples by sea, the largest and most beautiful city in Italy, so beautiful that the saying is an old one, *Vedi Napolie poi mori*, "See Naples and then die," will have noticed two forts, Castel Nuovo and Castel Sant' Elmo, built in the 13th and 14th centuries by the foreign rulers of Naples, massive stone fortresses, to command and overawe the city. We English and Scotch (I am partly Scotch myself) (cheers) come to Bombay, the largest and most beautiful city in India, not "to see it and die" but to earn our livelihood (cheers), and when we arrive, what do we see here? Although Calcutta and Madras have their forts and English troops in them, the fort of Bombay has been pulled down, and very rightly pulled down, some years ago. The powerful Batteries now nearly finished are designed to guard Bombay against an attack by sea. Bombay is entirely without the defences which Madras, Calcutta, Allahabad, Agra, Delhi, and Lahore have in their forts for protection against any sudden outbreak of fanaticism or otherwise. Gentlemen, in 1877, under the auspices of the then able and energetic Governor, Sir Richard Temple, a meeting was held in the Durbar room of this building, and the Bombay Volunteer Rifle Corps was established. I joined it in the following year, and have had the honour to command it since April 1883. (Loud cheers.) On the 1st of this month it numbered 678 ; but as this time of the year recruits keep coming in almost every day, I have no doubt that as

last year we shall soon have considerably more than 700. To keep up effectively this body of men it is necessary that the Saturday half-holiday should not be tampered with or taken away. In our corps a large part of the rank and file are engaged in commercial pursuits, and I am informed that their hours of business commence at 8 in the morning and terminate at 6 in the evening or even later. The distances in the Island are great, and if the Saturday half holiday were done away with, it is difficult indeed to see how our weekly Saturday parades, so necessary for the efficiency of the regiment, can be attended I am told that much of the heavy mail work in the commercial firms is done on the day previous to that on which the mail leaves, which necessitates the retention of the clerks and others engaged in work often till 9 o'clock at night. Mr. Chairman and Gentlemen, I therefore enter my strong protest against this alteration which it is proposed to make. I may mention that the Bombay Volunteer Artillery are very much in the same position as the corps to which I belong; and in the opinion of their able commanding officer, Major Roughton, this proposed alteration will seriously interfere with the corps. I may add that the officers of the two large railway corps in this city sympathise with our proceedings this evening, and we have received telegrams from the Calcutta and Cossipore Artillery Corps, which show that they sympathise with us in our efforts to retain Sunday as a day of rest, and hope that we will be successful. (He then read the telegrams from Calcutta.) (Cheers.) The Government of India, as many know, are extremely desirous to see a large extension of the Volunteer Corps in India, and I believe it is in contemplation to form a third battery of Volunteer Artillery. Speaking only for myself I am in favour of a still further extension of the volunteer movement in this city. For more than a hundred years the British and native troops have fought—and fought most nobly and gallantly—side by side in the wars against the enemies of the Brirtish Government—(loud cheers.)—Remember Plassy, remember Assaye, and the fearful months from June to September in 1857 on the Ridge at Delhi, and the awful battle of Chillianwalla; and outside of India you have Egypt and Afghanistan. I for one would be glad to see a separate corps formed, which if formed, would doubtless have to parade on Saturday, and therefore the alteration proposed would interfere with this, as I doubt whether the military authorities would permit the drill sergeants to do their work on a Sunday. In England different classes have different volunteer corps—the Universities of Oxford and Cambridge have theirs; my old school, Eton, has its corps,—(loud cheers);—the artists and painters, commanded by the accomplished President of the Royal Academy, Sir Frederick Leighton, have theirs, and a very good one it is too; and last, but not least, the lawyers and barristers, with or without practice, have their corps—(laughter),—that which is more generally known, whether rightly or not, as the "Devil's Own." (Loud laughter) I do not see why as a tentative measure liberty should not be given to Parsees, with the Mahomedans and Hindoos, to form a volunteer battalion in this city, to use the words of the preamble of the Volunteers Act of 1869, "For the protection of life and property and for the preservation of the peace." (Loud cheers.) It would be necessary to form a separate battalion, as under the existing Volunteer Resolutions of the Government of India of 1886,

Volunteers can only be "Europeans or of European descent." This seems desirable to me for more reasons than one. The rising generation of Bombay are said by some to be inclined to be less respectful to their superiors than their superiors were to their superiors, and I think that if they were to stand shoulder to shoulder with the Bombay Volunteers and learn some military discipline and obedience, this would partly at least be remedied. If such a corps were a success, the experiment might, with proper safeguards, be extended to such other towns in British India as might be considered expedient. If not a success, no great harm would be done to any one. I support the Resolution most cordially, and beg to thank you for the kind manner in which you have listened to my remarks. (Loud cheers.)

The resolution was then put to the meeting and carried with acclamation.

The Honorable Mr. Forbes Adam, who on rising to address the meeting was loudly cheered, said : Sir Charles Sargent and Gentlemen,—I beg to move the following resolution :—"That in the opinion of this meeting no adequate cause has been shown for inflicting on this city the inconvenience and injury entailed by the proposed despatch of the European mails from Bombay on Sunday." (Cheers.) The resolution I have just read to you is, I think, under all the circumstances, very temperately and very moderately worded. (Cheers.) It states that no adequate cause has been shown for inflicting on us a Sunday mail. After considering the subject from every point of view, I am bound to confess that it is difficult to discover the shade of the shadow of a reason (cheers) why it should ever have been for a moment seriously contemplated to do this great and most cruel injury to Bombay. (Cheers.) Under the present postal arrangements the Australian mail leaves Adelaide on Monday evening. Our friends in the colony object to run trains on Sundays, and so the mails leave Sydney on Thursday and Melbourne on Friday, reach Adelaide late on Saturday night, and lie there till Monday afternoon. The Australians say we have stood this too long, and we will not agree to accept or pay our share of any new agreement with the P. &. O. Company unless the mail starts from Adelaide on Saturday, or, if you prefer it, on Friday, or Thursday. Here London steps in and cries, if you start the mails for Adelaide on Thursday or Friday or even Saturday, we will have them arriving regularly in London on Friday, the day of departure of our mails, or on Saturday, which will interfere with our half holiday, and we cannot have this. It is, of course, inconvenient for London to have mails arriving and departing on the same day, but it is not so bad as for us to lose our day of rest. (Cheers.) London knows the value of a Saturday half holiday : it sets great store by it, it will not have it jeopardized. But if a Saturday half-holiday is important in the fresh and invigorating climate of England, how much more so is it in India where we work from year's end to year's end with the languid thermometer standing wearily at between 80 deg. and 90 deg. night and day. (Loud cheers.) Well, Australia cannot have a Monday or Tuesday departure from Adelaide, for that would necessitate trains on the preceding Sunday. Wednesday is the only day left, and a Wednesday departure from Adelaide involves a Sunday departure from Bombay. Gentlemen, we thoroughly sympathise with the wish of Australia to preserve Sundays as a day of rest. (Cheers.) It is

precisely what we wish to do ourselves. (Laughter and cheers.) But in the case of Australia all that is required is, not the despatch of mails on Sunday or their arrival on Sunday, but only that a few trains should run on Sunday. This would mean half an hour's work to a score of station-masters at intermediate stations, and to a couple of hundred railway employes; while a Sunday mail to us means that hundreds of thousands in Bombay would be compelled to work on that day and a multitude that cannot easily be numbered outside Bombay besides. (Cheers.) As it is, mill servants, stevedores' men and others work on Sunday. Efforts have been made, to reduce the number, and are being made, when those striving to effect a change are suddenly faced by the danger that their efforts will be frustrated. Australians, no doubt, like to have their own way. Most people do. And I can quite enter into the desire of the Colonial Secretary to do what he can to gratify their demands and also of Lord Cross to assist his brother secretary. But we must look to Lord Cross to watch that the interests of India in this matter—interests far greater than those of Australia, whether the test be the number of those affected, the value of the trade or the amount of the subsidy—shall not be sacrificed without just cause, as the Government of Bombay and the Government of India have already done. (Cheers.) I think, however, we may go behind the Secretaries and aid them in bringing about a satisfactory understanding. We must appeal to the good sense, fellow feeling, and liberal-mindedness of the Australians themselves. (Hear, hear.) If London will not listen, the Australians may. We must say to them "Do not carry a principle sound and admirable in itself and which we most heartily approve; do not carry it too far. Give and take. Meet us half-way. Consent to allow a few persons to work once a fortnight for a few hours on Sundays so that thousands and tens of thousands may not be robbed of their whole day of rest every week here." (Cheers.) I do not think the appeal could be made in vain. Gentlemen, I conclude as I began. The resolution before you is, I believe, under all the circumstances of the case, gently and mildly worded. It has received your enthusiastic approbation. I trust it may meet with the sympathy of our fellow-subjects in the great island over the sea, and that, while the day of rest may be kept for us and for them, an arrangement may be made—the P. & O. Company in some small measure co-operating, that will suit India, that Australia will accept, and that will not be inconvenient to London. (Loud and prolonged cheers.)

The Hon. Mr. K. T. Telang, who seconded the resolution, said:—I do not think, after what has been said by the previous speaker, it is necessary for me to detain this meeting for any length of time; but there is just one remark I should like to make. A friend of mine, talking to me the other day, said that we should have some consideration for the interests of others and for our fellow-subjects in the British Empire. Well, it is said that charity begins at home, but I am quite willing that the interest of other parts of the British Empire should be put fairly in the balance. I think there can be no doubt after what has been said that a *modus vivendi* can be devised in which Australia may not be deprived of her great benefits, material, physical, and moral. But I hope at the same time we will not be deprived of those interests in favour of Australia, or any other part of the

British Empire. It is a question of adjustment and if only this adjustment is made, we will not be deprived of those great benefits which we enjoy and have been enjoying here for many years. I am sure if the mail day is changed to Sunday, there will be what we might call a social revolution in Bombay. (Cheers.)

Dr. Blaney, in supporting the resolution, said :—The proposition which has been placed before you has been moved by the Hon. Mr. Forbes Adam and seconded by Mr. Telang in so able and eloquent a manner as leaves me very little to say. The proposition makes two statements, and we should be very sure that our ground is firm on each of these statements. The Hon. Mr. Forbes Adam has told us that the proposition is worded in the most careful manner ; but it will be our duty to see that these statements are thoroughly defended, because they form the groundwork of this public meeting. The one statement is that no sufficient reason has been shown for inflicting upon Bombay the working of the European mails on Sundays. I think that statement is fully borne out. At least up till the present not one single fact or statement has been made to show that sufficient cause has been given for placing Bombay in this inconvenient position. Therefore, I will only say a few words on the other part of the proposition, which is a very emphatic one. It may be mild, but it is very emphatic, and the only way that justice to Bombay can be done will be by the injustice being taken away. The proposition shows if Bombay is made to work the mails on Sundays, an injustice will be inflicted on the city. It is obvious to all in this hall who represent all classes of the community that it will be a very serious calamity for Bombay. For forty years I have been intimately associated with the people of Bombay with all classes, at their very hearths and in their homes ; and during the last month I have gone out and in amongst them, although I have never broached the subject, it has been broached to me over and over again, and I have been asked whether I would not help to prevent such a misfortune falling upon this city. (Cheers.) I say nothing of the unanimous opinion of the public press. The press has spoken out, and its opinion has been unanimous, and the large audience in this hall is unanimous. All creeds and classes, whatever may be their views on different subjects—and you know how difficult it is for a great and mixed community such as there is in Bombay to be of one mind on one public question—are unanimous. Never in all my forty years' experience in Bombay has there been so unanimous an expression of opinion as there has been on this question (Cheers.) It should be remembered that the difficulty at present is between Australia and Bombay. I am very sorry there should be this difficulty, for I, too, have great sympathy for our Australian cousins : but it sometimes happens—and I think it is happening in this case—that all the sympathy is given to Australia, and very little, if anything at all, to Bombay. The position of her Majesty's Secretary of State seems to be much the same as that of the Shah whose policy in order to maintain the serenity of his home is to give way to the most clamorous. (Laughter.) I think, as the Shah knows very little about human nature, the Secretary of State may be better guided in reference to this matter, and because Bombay is not a clamorous city, that is no reason why it should be treated with less consideration than a city that is clamorous. (Laughter and cheers.) The people of Bombay, I have not the

least doubt, are quite willing to agree to any law or rule which may be laid down for them, if it is a law that has been well considered and reasonable (Hear, hear, and cheers.) I have little more to say. The working of the Sunday mails will affect thousands and thousands who are connected with commercial pursuits. It is, in fact, very difficult to point out who it will not affect, if it is at all begun and continued. I speak more especially for the second and third classes of the people engaged in the commerce and industries of this great city. I know when they come home at seven or eight o'clock they are thoroughly exhausted and worn out, and if this misfortune came upon them, if they were deprived of their day of rest, and compelled to work on Sundays, I do not hesitate to say that the whole of the industrial classes of Bombay will have their health destroyed. (Cheers.) That is the prospect before you, and I heartily support the proposition that the proposed despatch of the mails on Sunday will be inflicting an injustice upon the people of Bombay. (Loud cheers.)

Mr. George Cotton said : I have much pleasure in supporting the resolution so ably submitted to you by the Hon'ble Mr. Forbes Adam. The mover has very clearly shown that there is no adequate cause whatever for inflicting on this city a Sunday mail ; and he has also pointed out the great inconveniences and injury that would inevitably result from a Sunday mail to the commercial and trading classes. I will not attempt to travel over the same ground as the hon'ble mover ; but in supporting the resolution now before you, desire to offer a few remarks how the proposed Sunday mail would, in my opinion, affect a very large class—a class who have perhaps more claims than any other in this city, and the more so, because they are not in a position to either call or attend a monster meeting like this. I allude to the industrial classes of the city—(cheers)—and I might not inaptly include those of this Presidency. At present all the large and small foundries and flour mills close on Sundays, and many of the cotton mills likewise two Sundays in the month. But there is a strong feeling amongst millowners and agents that it would materially improve our mill hands, both physically and morally, were the mill closed every Sunday—(cheers)—and efforts, which I have reason to believe will be successful, are being made in this direction. I feel satisfied that if Sunday is observed as at present it will not be long before the mill labourer will enjoy his day of rest in the same manner as his more fortunate neighbour engaged in other industrial pursuits. (Cheers.) But make Sunday, as the proposed change in the mail would make it, Monday, Tuesday, or any other week day, and the efforts of those who are endeavouring to obtain a Sunday holiday for their mill hands will be rendered futile and of no effect. Not only will you deprive the mill hands of their day of rest, but so sure as a Sunday mail necessitates the opening of your office and shop, so surely will the whole of the industrial classes and population of this city be deprived or relieved of the rest they now enjoy. I cannot think that when the evils likely to result from a Sunday mail are known in England, that the Home Government will either tolerate or sanction the proposal. The position would be too inconsistent, for while on the one hand we have the Secretary of State for India urging the Indian Government to legislate so that a large percentage of mill hands should have four days rest per month, that is in other words

their Sundays, we would have, on the other hand, the Postmaster-General forcing upon us a measure that would assuredly result in all those engaged in either trade or commerce, being deprived of their day of rest. It would, I think, look too much like being asked to close our mills on Sundays to meet the wishes of Lancashire, and being forced to open our warehouses, offices and shops to suit the convenience of one of the Australian Colonies? Gentlemen, it might be said that I have on more than one occasion stated that the mill hands have more holidays than any other class. It is true; they do take many holidays, and though we object to unnecessary legislative interference regarding the hours of labour, the representatives of the mill industry in Bombay have never denied the advantage of Sunday closing, a day of rest like our meals to be of benefit should be regular; and I trust that we shall never lose that seventh day of rest which for ages has survived all change, and which does more to improve the moral and physical character of our workers than any other institution the world has ever known. (Applause.)

The motion was then carried amidst loud cheering.

Mr. Grattan Geary proposed the following resolution:—"That this meeting while strongly of opinion that Friday is the most suitable and generally acceptable day for the despatch of the mails, accedes to the proposal of the Government of India that their departure be fixed for 2 p.m. on Saturday all the year round." He said:—In proposing this resolution for the acceptance of a representative meeting of the citizens of Bombay, I confess that I stand like Clive, astonished at my own moderation. The resolution accepts without even emphasizing to any extent the regrets which we all feel the proposal which the Government of India has made that the English mails shall be despatched on Saturdays instead of Fridays as heretofore. This is a concession which we make in the best spirit, while fully cognisant that in accepting a change from Fridays to Saturdays we are trenching inconveniently and dangerously upon the much-prized Saturday half-holiday. The busy community of this great manufacturing and commercial city set much store on the Saturday half-holiday and the opportunities of recreation and recuperation which it gives. The Saturday to Monday holiday is an institution amongst us which is largely availed of to procure a needed change from this relaxing climate to one of the nearer hill stations. The departure of the English mails at 2 o'clock on Saturday afternoon will deprive the 1-30 train of many of the passengers who now turn it to good acount in the hot weather. In the same way the time available for Volunteer purposes will be trenched upon. Nevertheless, without repining, we are willing to make this concession of the change from Friday to Saturday, and to put up with the inconvenience it may cause. In acting thus it cannot be said that we are following the example which has been set us by our good friends in Australia. Far from making concessions which cost them anything, they overbear by their clamour the English Treasury and Post Office, and have got officials in London to listen to the outrageous proposal that in order to save people in Victoria from the trouble of running a Sunday train once a fortnight the whole arrangements of the service shall be changed and the English mails despatched from Bombay on Sundays. They have achieved this victory over the sense of fairness and justice of

the English Postal authorities, not by making concessions, but by persistent clamour. The Prime Minister of a colony which, be it said with all respect, would not be missed out of the vast and mighty Indian Empire, has the assurance to assert that Australia should alone be consulted in such a matter. It is not surprising that a colonial statesman should make so preposterous a claim, but it is something to take a note of, that in London such claims are listened to with attention, while the right of India to be consulted is constantly overlooked. (Cheers.)

The Hon. Mr. N. N. Wadia, in seconding the proposition, said :—I fully endorse what has been said by the proposer of the resolution as well as the views expressed by Mr. Cotton in connection with the mill industry of Bombay. (Cheers.) I hope that the day will soon come when all the millowners will give a day's holiday in the week to all employed in their mills. (Cheers.) We hope and trust that the Government of India will not set a bad example by fixing the departure of the mail day on Sunday. (Loud cheers.)

The resolution was then adopted.

The Hon. Mr. Latham proposing the next motion said :—I have the honour to move the following resolution :—"That resolutions II. and III. and IV., together with the names of the chairman and speakers of this meeing, be communicated by telegraph to the English press." I am glad that one who has some pretension to represent the law should have the honour of moving this resolution, as it cannot be said that we are selfish and look only after our own interest, and do not trouble ourselves about the commerical and industrial classes of the community, whose work will be increased by the alteration. The resolution I have to propose is, I think, one of the most important that is to be passed to-night. When we want to have things done as we require is to have an articulate voice. That may seem an unreasonable thing to say after hearing the speakers here to-night, but you want an articulate voice which will reach from here to London. (Cheers.) If we had Lord Cross here, I think we would have convinced him that what we asked was right and of some other things ; but we have not got him here. (Laughter.) If I might be excused for saying so, I do not think that a telegram in the papers will do much good. I think if we want something to be done we should go further. I should say that the Lord Bishop should write to his brother bishops, the journalists should write to their brother journalists, and the leaders of the mercantile community to thier brother leaders. If this were done it would have more effect than a meagre summary in a newspaper. (Cheers.)

The Rev. Dr. Machichan, in seconding the resolution, said :—I agree with what has been said by the Honourable Mr. Latham, that this resolution is really the most important of all those submitted to the meeting, for unless the voice of this meeting reaches London, and the authorities in London, these resolutions will fail in accomplishing their object. Do not let us fear that this being an Indian question little interest will be taken in it at home. No doubt, Indian Christians are not treated with that sympathy and interest which they demand. But this is one which will go home to the British nation

and awaken an interest in them. None know better the benefits and advantages of this day of rest than the people of England, Scotland, and Ireland, and I have no doubt that the resolutions passed at this meeting will create a deep and strong impression on the minds of the British people, and I would remind you it is a matter of no small significance in telegraphing the resolutions to the home papers, and not only that, the telegram will include the names of the chairman and speakers, and I have no doubt those who read this report will feel that the voice of Bombay is one, and the voice of Bombay is loud. I have no doubt, too, that the result will prove that Britain is not heartless. (Cheers.) Still telegraphic communication cannot convey the impression of this great assembly to-night nor the enthusiasm which has pervaded this meeting. But we trust the excitement which is pulsating through this community will reach the British mind and British heart, and those entrusted with the settlement of this question will respond to the strong expression of public opinion of our countrymen, and deliver us from this impending calamity. (Cheers.)

The resolution was carried with enthusiasm.

Archbishop Porter, S. J., then said : The resolution which I have to propose speaks for itself and tells its own tale, leaving me nothing to do but to read it. It is as follows :—That the best thanks of the meeting be tendered to Sir Charles Sargent for his able discharge of his duties as chairman of this meeting.

Mr. K. N. Kabraji, in seconding the motion said :—The resolution, gentlemen, carries its own recommendation, but there is one feature in connection with these proceedings to which I would wish to particularly allude. Sunday has not only been observed as a holiday by the Christians, but by non-Christians also in this vast country, and as an illustration of that I would draw the attention of the meeting to the fact that any one passing through the native town on a Sunday morning must have observed that the natives distributed alms on that day, and it was therefore a day for charity for the poor. Sunday is a great day for the poor natives, who generally look forward to it with a sense of joy and pleasure. (Cheers.) Among the Parsees also it has been the custom from time immemorial to observe four holidays in the week which were set apart according to their religious behests for devotion to piety and prayers. (Cheers.) These days falling at irregular intervals the community observes Sunday with greater and almost religious devotion as a day of relaxation and rest. (Cheers.) The Hindoo reformers also hold their service in the Prarthna Samajs on Sunndys, not only in Bombay but throughout the country where these Samajs exist. To-day's meeting, which is composed of all classes and nationalities, proves beyond any doubt that Sunday is a day of rest to them all. (Cheers.) The meeting gives a flat contradiction to the statement made sometimes by our amateur politicians that with the advent of a Christian Government to India the natives were taught the great Christian vice, namely that of drink ; but I say that with the introduction of a Christian Government into India we were taught the greatest of Christian virtues, and it was the observance of Sunday as a day of rest. (Loud cheers.) The natives of this city look upon the proposed change as a great misfortune, nay one

of the greatest calamities, that could befall them. (Cheers.) I quite agree with Dr. Mackichan that to-day's demonstrative meeting composed of thousands of the inhabitants of this city, supported also by those who are absent from the meeting, will have its desired effect. I request you, gentlemen, to carry the resolution with acclamation. (Loud cheers.)

The resolution having been enthusiastically adopted,

The Chairman, who was most warmly received, said: Gentlemen, I thank you very much for the cordial manner in which you have received the resolution. It is a great pleasure to me to be present at such an enthusiastic meeting. Our cause is reasonable and a just one, and there is every hope of our meeting with success. (Loud and prolonged cheers.)

On the motion of the Hon. Mr. Forbes Adam a hearty vote of thanks was tendered to the Sheriff of Bombay for convening the meeting, and the proceedings then terminated.

APPENDIX V.

SCALE OF CHARGES FOR FOREIGN TELEGRAMS.

BOMBAY, *March* 5, 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—Would you be good enough to inform us whether any figures are at the disposal of the Chamber in regard to the cost to Government of telegraphing to Europe; and the relative cost of telegraphing by the Red Sea cable and by the Overland Teheran route?

We should be much interested by any information that you can give us on the subject.—We are, &c.,

BENN, ASHLEY AND Co.

BOMBAY CHAMBER OF COMMERCE, 6*th March* 1889.

Messrs. BENN, ASHLEY and Co., Bombay.

DEAR SIRS,—With reference to your letter of yesterday's date, I beg to hand you herewith a copy of the Administration Report of the Indian Telegraph Department for 1887-88 in which, I think, you will find all the details you require respecting the cost of Government Telegrams. If more detailed particulars are wanted, I shall be glad to obtain them for you from the Telegraph Department.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, *March* 11, 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—We beg to thank you for the kind reply to our inquiry of the 5th instant, and now return the copy of the Administration Report of the Indian Telegraphic Department, which we have perused with interest.

It appears that the Red Sea cable is a valuable and indispensable support to trade, when the Teheran telegraph lines happen to be in disorder. But this hardly in our opinion answers a question that

has occurred to us very frequently as to whether the level of rates charged by the Governmet is not extremely high.

We have no hesitation in adding that colour has been given to this in our own minds by a reference made to the subject in conversation with a member of our firm, by one whose position and experience in regard to telegraphs in Europe and the East, gives much weight to his statements. If there be truth in the charge, that India is called upon to support the present high scale of rates in order to lower the level of the rates that are enjoyed by China and Australia, we think we may venture to bring the subject forward. The Chamber does not appear to have given prominence to the question during the past few years, and it will be of interest to us to know the views of the Committee regarding it.—We are, &c.,

BENN, ASHLEY AND Co.

BOMBAY CHAMBER OF COMMERCE, 19*th March* 1889.

Messrs. BENN, ASHLEY and Co., Bombay.

DEAR SIRS,—I have laid before the Committee of the Chamber your letter of the 11th instant, on the subject of the charges for telegrams between England and India. The Committee have made careful enquiries as to the proportion which the Indian rates bear to those charged to China, Japan and Australia, and, in their opinion, there is nothing to object to in the proportionate scale. As you are no doubt aware, these telegraphic charges are settled at International Conventions of the Telegraph authorities of different nations, held periodically at European centres, and it is not open, at the present moment, to disturb existing arrangements, nor do my Committee think that the present prices charged for messages give an unduly high return to the shareholders in the companies serving India. The dividends paid on both the Eastern Telegraph Company and the Indo-European Telegraph Company's shares have, for some time back, been only 5 per cent. per annum and this does not appear to be a return to which objection can be fairly taken, especially as the amounts set aside for renewals and depreciation are not at the same time excessive.

At the present moment the rate of exchange on which the transactions between the Indian Government and the Telegraph Companies are settled is somewhat below the market level, 1*s.* 4*d.* having been the figure fixed for some months past; but as against this the Government were

previously losers to some extent, and until they have re-couped themselves for their previous loss, the Committee think it would be premature to raise a discussion on this point.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, *March* 21, 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—We beg to acknowledge your letter of the 19th instant, in reply to our reference of the 11th, on the subject of the telegram charges between this country and Europe, and we thank you for the full and courteous response conveyed in it.

In view of the Committee's reply, it will no doubt be well to abstain from further reference to the subject for the present, until the next periodical Telegraphic Convention in Europe affords an opportunity for reopening the discussion.—We remain, &c.,

BENN, ASHLEY AND Co.

APPENDIX W.

REUTER'S COMMERCIAL TELEGRAMS.

BOMBAY CHAMBER OF COMMERCE, *7th August* 1889.

H. W. WILLIAMS, Esq., Manager, Reuter's Telegram Company, Ld., Bombay.

SIR,—Representations having been made to the Chamber by several members—subscribers to your commercial telegrams—as to the desirability of obtaining full information of the arrival and departures of vessels from and to Bombay at European ports, and the departure from Suez of all steamers outward bound to Bombay, the Committee have carefully revised the various items of information which you now supply to your subscribers, and they are of opinion that by doing away with a large number of quotations, etc., which are of no advantage to business people in Bombay, it would be quite possible for your Company, without incurring additional expense, to give all the shipping information desired.

I append a *precis* of the alterations which my Committee suggest should be made in your messages, from which you will perceive that they consider that as against 29 items which should be added to those now given there are 50 which could be entirely dispensed with, thus leaving an available margin of 21 items—nearly all daily—which would probably be more than sufficient to cover all the shipping movements it would be necessary to transmit.

The Committee will be glad to hear that you can meet their suggestions.—I have, &c.,

JOHN MARSHALL, Secretary.

DAILY COTTON TELEGRAM.

Tone of the market, sales and statistics to remain as at present.

Add.	*Delete.*
Fully Good Omra.	Good Fair Omra.
Good Khandesh.	
Fully Good Broach.	
Fully Good Dhollera.	Good Fair Dhollera.
Fully Good Fair Tinnevelly.	
Good Tinnevelly.	Good Fair Tinnevelly.
Good Madras Westerns.	Good Western.
Good Belati.	
Fine Belati.	
Good machine ginned Omras.	

Havre Quotations.

Add.	*Delete.*
Fine Broach.	Good Broach.

American Arrivals.

The Quotations given are for Middling American with the low middling clause, and the wording of your messages should be altered accordingly.

Add.
The most distant quotation obtainable for American futures in Liverpool.
Give quotations for Surat futures when obtainable.

Liverpool Weekly Cotton Telegram.

To remain as at present.

New York Daily Telegram.

Delete.
Rio Coffee.

New York Weekly Message.

Add.	*Delete.*
Quantity of Cotton in sight as given by the New York "Financial Chronicle."	

London Produce.

Add.	*Delete.*
	Coffee—Tone of Market.
	Mill Plantation.
	Medium Mysore.
	Stock.
	Landings.
	Deliveries.
	Cocoanut Oil.—Ceylon.
	Cochin.
	Stock.
	Landings.
	Deliveries.
Linseed.—Bombay on Spot Exquay.	*Linseed.*—Calcutta Canal.
Do. to arrive „	Do. Cape.
	15% Liverpool Quality
	25% To arrive Canal.
	Bombay per quarter to arrive.
	Saturday Week's imports.

Add.	*Delete.*
Rapeseed.—Yellow Guzerat on Spot Ex-quay.	*Rapeseed.*—Calcutta Brown to arrive.
Do. to arrive Ex-quay.	Do. 75 % Bold Yellow.
Yellow Cawnpore 85 % Spot Ex-quay.	
Do. to arrive Ex-quay.	
Brown Cawnpore Spot Ex-quay.	
Do. to arrive Ex-quay.	
	Poppyseed.—To arrive Canal.
Wheat.—No. 1 soft white per Central Spot in Liverpool Ex-quay.	*Wheat.*—No. 1 soft white per Central.
Do. do. per qr. 492 lbs. London C. I. F. terms.	„ 2 do. do.
White Delhi per Central Spot in Liverpool Ex-quay.	Hard Red to arrive.
Do. do. per qr. 492 lbs. London C. I. F. terms.	Club No. 1 do.
Soft red per Central Spot in Liverpool Ex-quay.	„ „ 2 do.
Do. do. per qr. 492 lbs. London C. I. F. terms.	Quantity afloat.

Manchester Piece Goods.

Monthly Shipments to be continued as at present

Delete.
9 lbs. 45 in. shirtings.
11 „ 54 „ „
40*s* mule twist.
39 in. Jaeconets.
45 „ Mulls.
3 lbs. Madapollams.
5¼ „ do.

Metals.

Delete.
Copper.—Wallaroo.
Spelter.—Hard.

Freights.

Add.	*Delete.*
Coal.—Cardiff to Bombay via Canal.	Dead weight.

Wool and Skin Sales to be continued as at present.

London Financial Telegram.

	Delete.
Bank Return.—	Total Bullion.
	Public Deposits.
	Other do.
	Other Securities.
	Notes and Gold.
Bank Shares.—	Chartered.
	Mercantile.
	Hongkong.

Council Bills, Quotations for Consuls, Silver, Government Securities and Arrivals of Mails to be continued as at present.

REUTER'S TELEGRAM COMPANY, LIMITED,

Bombay Agency, 10th August 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter of the 7th instant to which I am unable to give you a definite reply until I have referred to our Managing Director, for whilst being quite willing to meet the views of your Committee in respect to the rearrangement of and additions to our list of quotations for Cotton, Seeds, Wheat, &c. I could not on my own responsibility promise to give the shipping and Canal news asked for involving, as it would do, a most serious burden on our already reduced income from the Commercial service.

We should not be able to avail ourselves much of the omissions which your Committee propose, inasmuch as the bulk of the items therein comprised have to pass through this agency for other Agencies and being to hand we have been in the habit of embodying them in our Bombay issues in case they might be of use to some of the subscribers here. Take for instance :—

Rio Coffee prices.
Ceylon „ „ and Stocks.
Cocoa Nut Oil prices and stocks.
Calcutta Linseed.
„ Rape.

and some of the Manchester prices.

Your revision consequently shows that 30 additional items are required here against 28 which you propose to delete. The remaining items which you have deleted are, as above stated, wired through here for other agencies. You will thus see that there is little or no margin left for the Shipping and Canal service, the cost of which increases every year as the trade of this Port developes.

It is therefore a matter which requires to be dealt with by our Managing Director, but your Committee may rely on my doing all in my power, as I have ever done, to meet their views and those of subscribers in general and render the service efficient.—I have, &c.,

HARRY W. WILLIAMS,
Manager, Eastern Branch.

BOMBAY CHAMBER OF COMMERCE, 16*th August* 1889.

The SUPERINTENDENT, P. & O. S. N. Company, Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber to enquire whether it would be possible for you to arrange with your Agent at Suez to telegraph to the Chamber the names of all steamers passing Suez outwards for Bombay. In the event of your Agent being agreeable to undertake the work, the Committee would be glad to know what charge he would make in addition to the ordinary telegraph expenses.—Yours, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 20*th August* 1889.

G. B. STACEY, Esq., General Superintendent, Eastern Telegraph Company, Bombay.

DEAR SIR,—The Committee of the Chamber of Commerce are desirous of obtaining prompt telegraphic information of the departures of all steamers from Suez bound for Bombay, and they have accordingly directed me to ask you whether your Agent at Suez would undertake the work, and, if so, what the charges would be.—Yours, &c.,

JOHN MARSHALL, Secretary.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,

BOMBAY, 17*th August* 1889.

The SECRETARY, the Chamber of Commerce, Bombay.

DEAR SIR,—I have to acknowledge your letter of 16th August.

I shall have much pleasure in writing to our Agency at Suez, and asking if the information regarding steamers passing the Canal can be telegraphed as you request. I do not know whether you have applied

to the Eastern Telegraph Company, but their Agent would probably be in a position to send the information more expeditiously.—I am, &c.,

H. W. ULOTH, Superintendent.

THE EASTERN TELEGRAPH COMPANY, LIMITED.

Bombay, 23rd August 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—In reply to your letter of 20th August, I beg to inform you that this company cannot act as agents in sending news telegrams.—I am, &c.,

G. B. STACEY, General Superintendent.

BOMBAY CHAMBER OF COMMERCE, *20th August* 1889.

The SECRETARY of LLOYD'S, LONDON.

DEAR SIR,—The Committee of this Chamber are desirous of arranging for telegraphic information of the arrival at and departure of steamers from European ports for Bombay, and they have directed me to ask whether your office would undertake the despatch of the telegrams. The expenses would of course be borne by this Chamber, and, if necessary, some additional fee would be given to cover the necessary trouble and outlay on your side.

Awaiting the favor of your early reply—I am, &c.,

JOHN MARSHALL, Secretary.

REUTER'S TELEGRAM COMPANY, LIMITED.

BOMBAY, *24th September* 1889.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—With reference to your letter of the 9th August on the subject of our commercial telegrams, I beg to inform your that I have now heard from our Managing Director in the matter and am instructed to say that in order to maintain the efficiency of the service we shall be most happy to give effect to all your suggestions as regards the extra quotations required and are now compiling a fresh code for the same.

Our Managing Director begs me to assure you of the Company's wish to meet the views of subscribers as far as possible, but that we cannot, in view of the greatly reduced amount of the subscriptions and

heavy loss from the continual fall in exchange, consent to restore the cannallings and shipping departures. At the same time we shall be most happy to again undertake this service if the Chamber or any body of our subscribers will guarantee us the actual expenses, which in the case of the cannallings alone amount to £400 a year.

In conclusion, I may add that we hope to bring the revised list of quotations into force by the 15th proximo.—I remain, &c.,

HARRY W. WILLIAMS,
Manager, Eastern Branch.

LLOYD'S, *9th September* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I beg to acknowledge the receipt of your letter dated 20th ultimo, respecting a supply of shipping intelligence, and to inform you in reply that I am prepared to recommend my Committee to supply you with the information required, your Committee paying the cost of the telegrams subject to an addition of 10 per cent on the amount to cover the expense of the compilation of the telegrams.

On hearing from you that these terms are agreed to and receiving a cheque for an amount equivalent to about what one quarter's intelligence would cost, I shall be pleased to lay the matter before my Committee with a view to the service being commenced at once.—I am, &c.,

H. M. HOZIER, Secretary.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

BOMBAY, 12*th September* 1889.

The SECRETARY, the Chamber of Commerce, Bombay.

SIR,—With reference to your letter of 16th August, I now beg to inform you that this Company's Agent at Suez can make arrangements to telegraph the steamers passing the Canal for Bombay for £8 sterling per mensem in addition to the actual cost.—Yours, &c.,

H. W. ULOTH, Superintendent.

BOMBAY CHAMBER OF COMMERCE, 20*th September* 1889.

The SUPERINTENDENT, P. & O. S. N. Company.

DEAR SIR,—I am directed by the Committee to acknowledge, with thanks, the receipt of your favor of the 12th instant, and to say that I will communicate with you again

on the subject of telegrams from Suez when I have received replies from London regarding arrangements for telegraphing European shipping intelligence thence.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 30*th September* 1889.

The MANAGER, Reuter's Telegram Company, Limited.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 24th instant, and to say that the Committee will address you again on the subject of the shipping intelligence, at an early date.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 11*th October* 1889.

The MANAGER, Reuter's Telegram Co., Ld., Bombay.

DEAR SIR,—With reference to your letter of the 24th ultimo, I am directed by the Committee of the Chamber to ascertain from you at what total cost you would be prepared to supply regular telegraphic advices of steamers passing the Canal for Bombay, outwards only. If this charge could be brought down to a moderate figure, my Committee think it possible they could arrange to get you sufficient subscribers to cover the expenditure. Failing that, a desire prevails amongst business people to establish and work an independent service for the purpose.—I am, &c.,

JOHN MARSHALL, Secretary.

REUTER'S TELEGRAM COMPANY, LIMITED, BOMBAY AGENCY.

15*th October* 1889.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—I am in receipt of your letter of the 11th instant respecting the Canal Service, and have since been in telegraphic communication with our Managing Director on the subject. I am instructed to say that our charge for regular telegraphic advices of steamers passing the Canal for Bombay *outwards only*, would be £250 per annum.—I remain, &c.,

HARRY W. WILLIAMS, Manager.

BOMBAY CHAMBER OF COMMERCE, 16*th October* 1889.

The MEMBERS of the CHAMBER of COMMERCE, Bombay.

GENTLEMEN,—Representations having been made to the Committee of the Chamber as to the desirability of obtaining telegraphic advices of steamers passing through the Canal bound to Bombay, enquiries have been instituted as to the most economical mode of obtaining the information. Reuter's Telegram Company, Limited, are prepared to do it for a total sum of £250 per annum, and this is cheaper than any other means which the Committee have been able to find. Before entering on further negotiations, the Committee are desirous of ascertaining the number of subscribers prepared to share the cost of the service, and I have therefore to solicit the favor of firms notifying whether they would or would not be prepared to subscribe.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX X.

DELAY IN DELIVERY OF "DEFERRED" TELEGRAMS.

Bombay, 22*nd August* 1889.

From MAJOR W. S. S. BISSET, R.E., Agent, B. B. and C. I. Railway, Bombay, to the SECRETARY, CHAMBER of COMMERCE.

SIR,—I have the honor to request the favor of your bringing before the Committee of the Chamber the departmental decision arrived at by the Director-General of Telegraphs in the case detailed in the appended correspondence, in which the Telegraph Department assert their right to despatch a "deferred" telegraphic message to a station *other than that named by the sender* and to post it from there, provided the total delay between sender and addressee, arising through its delivery by post, does not exceed 24 hours. The case in point is this:—

From Mount Abu on the 22nd June last I despatched a "deferred" telegram intimating my return to Bombay, addressing it to Grant Road Station, and marking "B. B. & C. I. Railway" under the name of the station.

This telegram never reached the Grant Road Telegraph Station at all but was detained at the Central Telegraph Office, Bombay, and posted from there to the address given in the telegram, viz., care of Station Master, Grant Road, which was adequate for Grant Road Station, but was not adequate for, as it was not intended for, the Central Telegraph Office in Bombay.

In consequence of the misdirection of my telegram to a Telegraph Office other than that to which I addressed it, a delay of 40 hours arose in its delivery, and for this I venture to hold that the Telegraph Department is responsible.

In the correspondence attached, I am informed, however, that the manner of dealing with my telegram was correct, and that I have no cause of complaint. The method of dealing with "deferred" telegrams, which the Government Telegraph Department justify would warrant their *posting* from the Central Office in Bombay any "deferred" message received in Bombay which is intended for Poona, Surat, Baroda, Ahmedabad and many other places within 12 hours post of Bombay, and it may be that such is the actual treatment applied to such telegrams. But I hold that the Telegraph Department are bound to

send the message by telegraph to the Station named by the sender and I think that although this case has arisen in regard to a private telegram the principle involved is sufficiently important to justify my bringing it before the Committee of the Chamber for such action as they may think proper.—I have, &c.,

W. S. S. BISSET, Agent.

BOMBAY CHAMBER OF COMMERCE, *4th September*, 1889.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Simla.

SIR,—The Committee of the Chamber have had submitted to them copies of correspondence which has recently passed between Major W. S. S. Bisset, R.E., C.I.E., Agent of the B. B. and C. I. Railway, and Mr. E. Dowson, Superintendent of Telegraphs, Bombay, respecting the delivery of a "deferred" telegram despatched by the former from Mount Abu on 22nd June last addressed to Grant Road Station, B. B. and C. I. Railway, which was transmitted to the Central Telegraph Office, Bombay, and thence sent by post to its address, thus causing serious delay in delivery which would have been avoided had the message been transmitted in the first instance direct to the telegraph office indicated by the sender.

2. From the correspondence it would appear that the Superintendent of Telegraphs, Bombay, holds—and his decision is apparently upheld by the Director-General of Telegraphs—that the mode in which the message was dealt with was strictly in accordance with the rules laid down for the guidance of the department, or, in other words, that it is open to the telegraph officials to despatch "deferred" telegrams to another station than that given by the sender, thence forwarding it to its ultimate destination by post, provided only that the course adopted does not involve a greater delay between sender and addressee than 24 hours.

3. My Committee do not consider that rule 26 of the Telegraph Guide, which is the one quoted for this decision, will for a moment bear the construction placed upon it; but if it is held so to do, they venture to think that the principle involved is so diametrically opposed to the interests of the public and the purposes for which the system of "deferred" messages was introduced, that Government should lose no time in amending the rule.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *6th September*, 1889.

MAJOR W. S. S. BISSET, R.E., C.I.E., Agent, B. B. & C. I. Railway.

DEAR SIR,—Having laid before the Committee of the Chamber of Commerce your letter No. 10,151 E. of the 22nd ultimo with the accompanying papers on the subject of the delay caused by the Government Telegraph Department in the delivery of a "deferred" telegram despatched by you from Mount Abu to Grant Road Station on the 22nd June last, I have now the honor, by direction, to wait upon you, for your information, with the accompanying copy of a letter which has been addressed by the Chamber to the Government of India on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 11008 OF 1889.

B. B. & C. I. RAILWAY, AGENT'S OFFICE,

BOMBAY, *13th September*, 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I beg to ask you to express my thanks to the Committee of the Chamber for their communication of the 6th September, and for the manner in which they have taken up the subject of the missending of a "deferred" telegram.—I beg to remain, &c.,

W. S. S. BISSET, Agent.

No. 249 T.

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS—TELEGRAPH.

SIMLA, *23rd September*, 1889.

The undermentioned paper is forwarded to the Secretary to the Chamber of Commerce, Bombay, in reply to his letter dated the 4th September, 1889.

By order,

R. B. BUCKLEY,
Under-Secretary.

Document referred to—

Copy of letter from the Director General of Telegraphs No. 463 S dated the 19th September, 1889, intimating having issued orders for the connection by wire of the Grant Road station of the Bombay Baroda and Central India Railway with the Bombay Central Telegraph office, for the transfer of telegrams between the Telegraph System of that Railway and of the Indian Telegraph Department.

No. 463 S.

Dated *19th September*, 1889.

From the DIRECTOR-GENERAL of TELEGRAPHS to the GOVERNMENT of INDIA, Public Works Department.

With reference to your letter No. 240 T dated the 13th September 1889, forwarding a copy of a letter dated 4th September 1889 from the Secretary to the Bombay Chamber of Commerce to your address, I have the honour to state that the Chamber has been only partially informed of the facts of the case.

2. On the matter being referred to me I desired that it should be pointed out to the Agent of the Bombay Baroda and Central India Railway that his Railway telegraph was nowhere in Bombay or its suburbs connected by wire to the system of this department and that we should be cousulted as to the most convenient station of the Bombay Baroda and Central India Railway to be so connected to the Bombay Central Telegraph office.

3. On receipt of a reply, to the effect that the Grant Road Station was considered by Major Bisset to be the most suitable point of junction, I issued orders for the erection of the wire and for its use in transferring telegrams between the two systems.

BOMBAY CHAMBER OF COMMERCE, *30th October*, 1889.

MAJOR W. S. S. BISSET, R.E., C.I.E., Agent, B. B. & C. I. Railway.

DEAR SIR,—With reference to my letter of the 6th ultimo, I am directed by the Committee of the Chamber of Commerce to forward herewith, for your information, the accompanying copies of papers received from the Public Works Department of the Government of India, in reply to the Chamber's representation regarding the delay caused by the Government Telegraph Department in the delivery of the "deferred" telegram referred to in your letter to the Chamber under date of 22nd August.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX Y.

QUARANTINE.

BOMBAY CASTLE, 22*nd January* 1889.

No. 285.—In exercise of the power conferred by Act I of 1870, the following Rules for Quarantine against Cholera have been made by the Government of Bombay, with the previous sanction of the Governor General in Council : they have effect from the 13th instant in the Port of Aden and at Perim as a temporary measure :—

I.—The Commander of every vessel, including buggalows or other native craft, arriving from Bombay shall, before entering the harbour, indicate by signal the port from which such vessel has come.

II.—Such Commander shall not, except as hereinafter provided, allow any communication, either with the pilot boat, except orally, or with the shore, or with any other vessel or boat in the harbour.

III.—Immediately on arrival the Commander shall cause the letter R of the Commercial Signal Code to be hoisted, and shall keep the said flag flying during his stay in port or until authorized by the Health Officer to haul it down. If communication with the shore is not desired, the vessel shall anchor at such place as may be pointed out by the Port authorities, having regard to the season of the year. If communication with the shore is desired, the Health Officer shall go alongside the vessel, and, after all necessary enquiries, shall direct the Commander to take the vessel to the quarantine anchorage duly appointed and notified in that behalf by the Resident, there to remain for a period of seven days from the date of arrival, or for the shorter period prescribed in Rule IV, and undergo disinfection, which should apply as well to crew, passengers, effects, and susceptible goods.

IV.—If the Health Officer of the Port has sufficient evidence that no cases of a suspicious nature have taken place on board during the voyage, and if the vessel is besides in good hygienic condition, the duration of the quarantine will be diminished according to the following scale :—

After	eight days	of voyage	... ...	six days of	quarantine.
Do.	nine	do.	... ...	five	do.
Do.	ten	do.	... ...	four	do.
Do.	eleven	do.	... ...	three	do.
Do.	twelve	do.	... ...	two	do.
Do.	thirteen	do. and upwards...		twenty-four hours of	quarantine.

V.—If during the period a vessel is at the quarantine anchorage aforesaid, any case or cases of cholera should occur on board, the said vessel shall remain in quarantine for a period of seven days from the date of the last case occurring, and be subject to all the prohibitions provided for in Rule III.

VI.—When any vessel has been placed in quarantine as aforesaid, the Health Officer may direct the removal of so many of the passengers and crew as may not be suffering from illness, and whose services may not be required on board the vessel, to such particular spots as may from time to time be selected by the Resident as places of quarantine, there to remain for a period of seven days. If a case of cholera occurs among such passengers and crew during any such period, they shall remain in a place of quarantine for a period of fifteen days from the date of the occurrence of the last case of such illness.

VII.—Any mails or cargo which may be brought by any vessel so arriving shall be landed under such precautions as the Health Officer may deem necessary to prevent the spread of the disease.

VIII.—It will be the duty of the Port Officer to facilitate the conveyance to all vessels in quarantine of such supplies of provisions, stores and other articles as may be required by those on board. Such supplies will be placed on the boats of the vessels in quarantine to be subsequently removed by members of their crews.

IX.—All vessels arriving at Aden and Perim which may have communicated with vessels coming from Bombay shall be subjected to the same quarantine as vessels arriving at Aden and Perim from that Port.

X.—All vessels which have undergone quarantine in the manner above prescribed should have the fact clearly stated on their Bills of Health.

By order of His Excellency the Right Honourable the Governor General in Council,

J. NUGENT,

Chief Secretary to Government.

P. & O. S. N. COMPANY, BOMBAY, 22*nd January* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to enclose copies of correspondence with Government with reference to the publication each week of alleged cases of cholera in Bombay, and the consequent imposition of quarantine in Egypt on vessels coming from India.

I think it is a matter regarding which the Committee of the Chamber might feel justified in making a representation to Government.—I am, &c.,

H. W. ULOTH,

Superintendent.

P. & O. S. N. COMPANY, BOMBAY, 16*th January* 1889.

The CHIEF SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honor to inform you that a telegram has just been received from London pointing out that great inconvenience will be experienced by Indian and other homeward passengers owing to the establishment in Egypt of quarantine for vessels *from Bombay and for all connecting vessels.* This has arisen from the Bombay report for week ending January 8th, giving 33 deaths from cholera.

I shall be glad to know the report for the subsequent week in order that I may telegraph to Egypt and London, and perhaps the Government here can adopt some measures to allay the panic which appears to have arisen,—I have, &c.,

H. W. ULOTH, Superintendent.

No. 242 OF 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 18*th January* 1889.

To the SUPERINTENDENT, Peninsular & Oriental Steam Navigation Company.

SIR,—In reply to your letter dated 16th instant, I am directed to invite your attention to the summary of births and deaths in the City of Bombay for the week ending 15th instant published at page 48 of Part II of the Government Gazette of yesterday's date from which you will observe that there were 34 deaths from cholera in the City of Bombay during that week as against 33 in the previous week, and 9 in the week ending 1st instant, and to state that in the opinion of His Excellency the Governor in Council it would be useless at present for Government to remonstrate against the imposition of quarantine in Egypt against arrivals from Bombay.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

P. & O. S. N. COMPANY, BOMBAY, 22*nd January* 1889.

The UNDER-SECRETARY to GOVERNMENT, General Department.

SIR,—I have the honor to own receipt of your letter of 18th instant informing me that it would be useless for Government to remonstrate against the imposition of quarantine in Egypt while the cholera death-rate published weekly in Bombay is so high.

Having made some enquiries on the subject, I learnt that the health of the city generally was favourable and that the alleged cases of cholera were among the poorest classes in the native quarter, and this information was telegraphed through London to the Sanitary Authorities in Egypt.

The President of the Sanitary Council replied that the removal of quaratine is unlikely while cholera mortality exceeds the average of the corresponding week for the last five years, which average is now, "*Six.*" This is practically placing India in almost continual quarantine.

It is of course useless to remonstrate with the Council in Egypt while such alarming reports are published here, and I think there is a very general opinion that the remedy is in the hands of the Government itself; the system at present prevailing of publishing these figures each week before they can be properly investigated, being calculated to present the health of the city in the worse possible light, with the result that most vexatious restrictions are imposed on the homeward bound trade of India and great inconvenience caused to the travelling public.—I have, &c.,

H. W. ULOTH, Superintendent.

P. & O. S. N. COMPANY, BOMBAY, 28*th January* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Referring to my letter of 22nd instant I beg to enclose for the information of the Committee some further correspondence with Government on the subject of quarantine on vessels from Bombay.—I am, &c.,

H. W. ULOTH, Superintendent.

No. 358 OF 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 25*th January* 1889.

To H. W. ULOTH, Esq. Superintendent, Peninsular and Oriental Steam Navigation Company.

SIR,—I am directed to acknowledge the receipt of your letter dated the 22nd instant, and in reply to inform you that in reference to the extent to which cholera prevails at any time in the City of Bombay, the number of cases of the disease and of deaths from it, and the general health of the City, Government must depend on the reports made weekly to it by professional experts specially appointed for the purpose who cannot but be regarded as competent and impartial judges.

2. The Municipal Health Officer has for three weeks past reported that the health of the City was "not good" and the medical Board has at the same time officially stated the number of cases of, and deaths from, cholera in each week. The latter information is at once telegraphed to the British Consul at Alexandria, under the orders of the Secretary of State for India. What the Egyptian Board of Health, to whom this information is communicated by the Consul,

looks to is, I am to point out, the number of persons attacked by cholera and the number of deaths, and not whether the persons attacked belonged to the poorer or the wealthier classes.

6. There is no reason to suppose that under existing arrangements in the City of Bombay cases of disease which are not cholera are reported as being cases of cholera.

4. In conclusion, I am to add that the system now in force to which objection is apparently taken in your letter is that directed to be adopted by the Government of India and the Home Government and that it has in the opinion of the Governor in Council worked satisfactorily.—I have, &c.,

J. NUGENT,
Chief Secretary to Government.

P. & O. S. N. COMPANY, BOMBAY, 28*th January* 1889.

The CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—I have the honour to own receipt of your letter No. 358 of the 25th instant.

I note that the number of deaths by cholera published weekly is at once telegraphed to the British Consul at Alexandria.

It is this hasty proceeding which places the health of Bombay in the worst possible light.

By referring to the poorer classes of natives I thought it would be understood that I did so for the well known reason that many die without proper medical attendance and that the information given as to the disease is, at any rate in the first instance, very doubtful. To publish on Wednesday the number of people who were said to have died on Tuesday of cholera, and to telegraph this information to Egypt, is misleading, and, in view of the inconvenience arising, it would seem right that the strictest enquiry should be made before a death is classified under this heading.

I trust that this system will be reconsidered and that a representation on the subject will be made by Government to the Secretary of State, if necessary. Another instance has just occurred where a Bombay steamer has been placed at great disadvantage. This Company's steamer "Lombardy" left Bombay on the 13th December with a surgeon on board. She arrived at Mauritius on the 24th without having had a single case of sickness during the voyage. The endorsement on the Bill of Health as to the health of Bombay was :—

"No deaths from Plague or Smallpox."

"8 deaths from *Sporadic* cholera."

On this she was placed in strict quarantine in the open roadstead for eleven days !—I have, &c.,

H. W. ULOTH, Superintendent.

BOMBAY CHAMBER OF COMMERCE, *13th February* 1889.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed by the Committee of the Chamber to solicit the attention of Government to the circumstances attending the recent imposition of quarantine in Egypt against vessels arriving from Bombay, in the hope that His Excellency the Governor in Council may see fit to take such steps as may be practicable to facilitate the removal of the present restriction and obviate its unnecessary imposition in the future.

2. From enquiries which the Committee have made, it would appear that quarantine is generally imposed by the Egyptian Sanitary Board when the returns of the deaths from cholera show an excess over the average of the corresponding week for the last five years, and that this information is made available to the Board by telegrams from Government to the British Consul at Alexandria giving the weekly returns of the Health Officer of the City.

3. The Committee are not aware whether by any international convention it is obligatory on Government to telegraph these returns; but if not, they would respectfully submit that from the use which it is put to and the serious obstruction to trade and inconvenience to passengers to which it gives rise, it would be desirable to discontinue supplying the information. If that course be impracticable, however, my Committee venture to think that it is incumbent on Government, in the interests of Bombay and India generally, to refrain from telegraphing information of deaths from cholera until such time has elapsed as will enable returns of deaths to be finally corrected and certified. As at present arranged, the returns of deaths published in the Government Gazette on Thursday are made up to the afternoon of the previous Tuesday, which it is evident leaves no time for investigation or careful classification; and as the large majority of deaths from cholera occur amongst the very poorest classes of the population who are unable to afford private medical attendance and seldom avail themselves of that placed at their disposal by public institutions, it is manifest, and, indeed, a matter of notoriety, that the reported cases of deaths by cholera embody those from bowel complaints, diarrhœa and similar non-infectious causes.

4. In the present instance, the Committee understand, that quarantine was imposed by the Egyptian Board on the strength of the report for the week ending 8th January giving 33 deaths from cholera, although there was nothing to show them whether these deaths arose from imported cases, as frequently happens, or were due to a deterioration of the health of the city—a most important and requisite distinction. This alone, my Committee consider, is sufficient to show the misleading and objectionable character of the present mode of compiling and issuing the returns; and they would advocate the adoption of the method which, they believe, has already been suggested by the Municipal authorities whereby the weekly-published return would merely class cholera under the generic head of zymotic diseases, leaving the exact classification to appear in a fortnightly return which would give ample time for due investigation and verification of the cases. Government and the Sanitary Commissioner could be furnished with the figures as at present, and the full information would also be at the disposal of the Municipality, which, being sufficient for all practical purposes, would at the same time prevent the Egyptian Sanitaay Board from imposing quarantine as has so frequently been done on wholly insufficient grounds.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 717 OF 1889.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 19*th February* 1889.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 13th instant inviting the attention of Government to the circumstances attending the imposition of quarantine in Egypt last month against vessels arriving from Bombay and expressing a hope that Government may see fit to take such steps as may be practicable to facilitate the removal of the present restriction and obviate its unnecessary imposition in the future.

2. In reply, I am directed to state that representation similar to those contained in your letter under acknowledgment were recently

made to Government by the Suprintendent of the Peninsular and Oriental Steam Navigation Company, and to forward for the information of the Chamber the accompaning copy of the correspondence noted in the margin which passed between Mr. Uloth and Government.

Letter from the Suprintendent, Peninsular and Oriental Steam Navigation Company, dated 16th January 1889.
Letter to Do. Do. No. 242 dated 18th January 1889.
Letter from Do. Do. dated 22nd January 1889
Letter to Do. Do. No. 358, dated 25th January 1889.
Letter from Do. Do. dated 28th January 1889.
Letter to Do. Do. No. 477, dated 2nd February 1889.

3. I am to add that as you will have already observed from Government Resolution No. 681, dated the 15th instant, quarantine has been removed in Egypt on arrivals from Bombay.—I have, &c.,

J. NUGENT,
Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *23rd February* 1889.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 717 of 19th instant, together with the copies of correspondence which accompanied it, on the subject of the imposition of quarantine in Egypt against vessels arriving from Bombay, for which I am to thank you.

The Committee while glad to learn that the present restrictions have been removed, direct me respectfully to express the hope that the suggestions embodied in their letter of the 13th instant may receive the attention of Government, so that a reform may be introduced into the method of preparing returns with the object of minimising, in future, the danger of quarantine being imposed, to the great inconvenience of mercantile and shipping interests, without sufficient reason.—I have, &c.,

JOHN MARSHALL, Secretary.

No 1015 OF 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 11*th March* 1889.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR—I am directed to acknowledge the receipt of your letter dated the 23rd ultimo on the subject of the imposition of quarantine in Egypt against arrivals from Bombay.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 15*th February* 1889.

H. W. ULOTH, Esq., Superintendent, P. and O. S. N. Co., Bombay.

DEAR SIR,—I have submitted to the Committee of the Chamber of Commerce your letters of the 22nd and 28th ultimo, with accompaniments, on the subject of the imposition of quarantine in Egypt on vessels arriving from Bombay; and I am now directed to hand you for your information the accompanying copy of a communication which, under instructions from the Committee, I have addressed to the Government of Bombay on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
BOMBAY, 18*th February* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to own receipt of your letter of the 15th instant with copy of your communication to Government, dated the 13th, on the subject of the imposition of quarantine in Egypt on vessels from Bombay, and to return my best thanks to the Committee for the attention given to this matter.

On the 15th, the Company's Agent at Suez telegraphed announcing that quarantine had been withdrawn.—I am, &c.,

H. W. ULOTH, Superintendent.

APPENDIX Z.

REVISED FORM OF BILL OF HEALTH.

No. 2300 OF 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 14*th June* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward the accompanying copies of a letter No. 139, dated the 25th ultimo, from the Government of India, and its enclosures, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce as to the suitability of the revised form of Bill of Health proposed by the Government of India for issue to vessels leaving Indian Ports.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. 139.

Home Department—*Sanitary.*

SIMLA, 25*th May* 1889.

From A. P. MACDONNELL, Esq. C.S.I., Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—In forwarding the accompanying copy of communications* received from the Government of Bengal on the subject of the amendment of the new form of Bill of Health issued to vessels leaving Indian ports, I am directed to say that, in view of the objections raised by the Bengal Chamber of Commerce and the Shipping Agents of Calcutta to the inclusion in the present bills of health of statistics of death from Cholera and other diseases in towns and ports during the week preceding the departure of vessels, the Governor-General in Council proposes to prescribe a modified form of bill (a copy of which is annexed) for adoption in the case of all vessels sailing from British India to other than Turkish ports. Before, however, directing the adoption of this form, the

* Letter No. 643, Marine, dated the 25th March 1889, and enclosures.
Letter No. 813, Marine, dated the 10th April 1889, and enclosure.

Governor-General in Council is anxious to be favoured with the views of His Excellency the Governor in Council and of the local Chamber of Commerce as to the suitability of the revised form. I am specially to ask for an expression of opinion as to the suitability of the form in question for Egyptian ports.—I have, &c.,

A. P. MACDONELL,
Secretary to the Government of India.

BILL OF HEALTH.

THIS is to certify that the ship (steamer) sailing under the flag and under the Command of Captain of tons, bound for with a crew of persons* and passengers and laden with a cargo of is at the time of leaving this port in a satisfactory sanitary condition, and that no case of infectious disease dangerous to life exists among its officers, passengers, or crew.

*Including officers and able-bodied seamen.

It is further certified that the town and port of are at present free from epidemic cholera, plague, yellow fever and all other dangerous epidemic disease.

No. 643.

MARINE, DATED CALCUTTA, THE 25*th March* 1889.

From W. B. BESTIC, Esq., Under-Secretary to the Government of Bengal, Public Works Department, to the SECRETARY to the GOVERNMENT of INDIA, Home Department.

ADVERTING to the correspondence which ended with your letter No. 157, dated 19th May 1888, relative to an amendment of the new form of Bill of Health issued to vessels leaving Indian Ports, I am directed to submit, for the consideration of the Government of India, a copy of a further correspondence* on the subject with the Bengal Chamber of Commerce.

*Letter No. 661-88, dated 22nd August 1888, from the Secretary to the Chamber of Commerce.
Letter No. 1561, Marine, dated 20th September 1888, to the Secretary to the Chamber of Commerce.
Letter No. 151-89, dated 9th February 1889, from the Secretary to the Chamber of Commerce.

2. The Committee of the Chamber of Commerce, in their letter No. 661-88, dated 22nd August 1888, represented that the Peninsular and Oriental Steam Navigation Company was the Company most directly affected by the new form, and in asking for the details of the experience of that Company, the Lieutenant-Governor was under the impression that the Chamber of Commerce would report specific instances in which the new form had led to detention and harassment, but they have furnished instead the opinions, rather than the experience, of the

Agents of the Peninsular and Oriental Company at the Mediterranean ports, and the case is not so strong as the Lieutenant-Governor conceived it would be made. Nevertheless His Honour thinks it due to the Chamber to forward their renewed remonstrance for the consideration of the Government of India.

No. 661-88.

DATED CALCUTTA, THE 22*nd August* 1888.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the CHIEF SECRETARY to the GOVERNMENT of BENGAL, Political and Judicial Departments.

With your office No. 2382-P. of 13th July ultimo, you forwarded, for the information of the Bengal Chamber of Commerce, copy of a letter from the Secretary to the Government of India, in the Home Department, No. 157, dated 19th of May last. In that letter Mr. Secretary A. P. MacDonnell conveys to the Government of Bengal the decision of the Government of India on the question raised in my letter No. 243-88 of the 16th of March last of the friction in the working of the quarantine rules at the Egyptian ports arising from the use to which inferior sanitary officers at those ports put the new form of Bill of Health issued to vessels leaving Indian Harbours.

The Governor-General in Council has come to the conclusion that it would be premature at present to reconsider the form of Bill of Health. But the proviso is added "unless it can be shown that individual cases of hardship sufficient to prove its general unsuitability have resulted from its adoption."

The Committee of the Chamber of Commerce instruct me to say that it was upon individual cases of hardship which had occurred in December 1886 that my letter of March the 16th last was based. Those cases led to exceptional action being taken by the Government of Bengal. The Committee now desire to answer the concluding clause of the letter from the Government of India. They are in a position to adduce the experience of the Peninsular and Oriental Company that the new form of Bill of Health has caused the vessels of that Company to meet with the most vexatious delays at Suez, Brindisi, and Marseilles. This arises from the fact that the new schedule attached to the Bill of Health contains a column where the number of deaths from cholera has to be entered. Cholera, it is well known, is endemic in such cities as Calcutta and Bombay. The sanitary officers at the ports named have no authority to grant pratique when they are confronted with the official statement in the schedule that deaths from cholera have taken place as shown by the schedule at the port of the vessel's departure. The Peninsular and Oriental Company is the Company most directly affected, but the Committee find the experience of the Anchor Line of steamers, some of which ply direct to ports on the littoral of the Mediterranean, bears out that of the Peninsular and Oriental Company. For instance, one of these steamers found at Barcelona that the new form of Bill of Health was considered a foul Bill of Health for Spanish ports. The

vessel which arrived at Barcelona was at once placed under observation, and it required the strong exertions at Madrid of Mr. Whitty, the British Vice-Consul, to get over the effect of what is the ordinary Bill of Health granted at Calcutta. My Committee would draw attention to the delay and expense thus thrown upon a trading vessel. Some months earlier a steamer of the Anchor Line left Bombay and proceeded to Marseilles. She then went on to the Spanish port of Castellon where she loaded in part. At Valencia the authorities refused to allow her to load except in quarantine. The reason given was that she had brought a foul Bill of Health from Bombay. She then tried the port of Almeria, but was refused admission on the same ground. At each of these ports there was plenty of cargo which she might have taken, and she was thus made to suffer a serious loss. The excuse of the Spanish authorities was that in the cholera column of the Bills of Health granted at Bombay an entry had been made in one case of six and in another of seven deaths from this disease. These instances bear out the statement, which the Committee urged upon the Government in my letter of March 16th last, that "the form of which complaint is made does not appear to prejudice the higher sanitary authorities whether at Constantinople or Cairo, but it does give rise on the part of the sanitary officers at such places as Suez to misconceptions as to the state of health in Calcutta and other Indian Ports, and hence gives rise to inconvenience and friction in the working of the quarantine rules."

The Committee would only add that the experience of the working of the new Bill of Health in Egyptian ports in borne out and supported by the experience of vessels leaving Indian Ports and calling, for trading purposes, at the Ports of Italy, France or Spain.

No. 1561.

MARINE, DATED CALCUTTA, THE 20*th September* 1888.

From LIEUTENANT-COLONEL C. W. I. HARRISON, R.E., Officiating Joint Secretary to the Government of Bengal, Public Works Department, to the SECRETARY to the BENGAL CHAMBER of COMMERCE.

I am directed to acknowledge the receipt of your letter No. 661 of the 22nd August last, to the address of the Chief Secretary to this Government, on the subject of an amendment of the new form of Bill of Health issued to vessels leaving Indian Ports.

2. In reply, I am to say that His Honour has no doubt that the facts, as stated by the Chamber regarding their experience of the working of the new form of the Bill of Health, are correct, and he agrees with them in thinking that the form gives an idea to the ignorant officials of out-of-the-way ports altogether different from the real state of the case. The Lieutenant-Governor will submit the letter for the consideration of the Government of India; but before doing so he would suggest to the Chamber that they would make the case more complete if they can furnish him with some details of the experience of the Peninsular and Oriental Company at the ports alluded to in their letter under reply.

No. 151-89.

DATED CALCUTTA, THE 9*th February* 1889.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of BENGAL, Public Works Department.

REFERRING to your letter No. 1561, Marine, 20th September last, the Committee of the Chamber of Commerce regret the delay which has occurred in submitting to His Honour the Lieutenant-Governor the details of the experience as regards the working of the new form of Bill of Health of the Peninsular and Oriental Company at the Mediterranean ports with which His Honour desired to be furnished. It was necessary to make a formal reference on the subject. Replies to that reference have now, through the courtesy of the Superintendent of the Company, been placed at the disposal of the Committee, and I am instructed to summarise them briefly for the information of Sir Steuart Bayley. The Agent at Port Said considers that there is no necessity for mentioning in the Bill of Health issued at this port a detailed list of deaths from cholera and other causes.

The Agent at Brindisi points out that these details are superfluous, and only lead to delays and confusion on the part of the sanitary officials, who do not exercise any very great discrimination as to the character and true value of such details. At Brindisi the effect would be to delay a ship several hours without pratique until the Government at Rome should have been communicated with.

The Agent at Marseilles reports that the Health Officer Director, to whom the representation of this Chamber on the subject of the Bill of Health was submitted, states that the Marseilles Health Officer has no objections whatever to the modification suggested by the Committee.

The Agent at Venice remarks that when vessels have been placed in quarantine on account of cholera, the detention has been from 5 to 15 days and the passenger traffic has been seriously affected in consequence.

The Agent at Gibraltar objects to the details given in the Bill of Health, on the ground that, when least expected, they may be the cause of unnecessary delay and inconvenience to steamers.

In support of the views above expressed, the Committee would again point out that the great objection to the present form of the Bill of Health is that, by showing cholera almost constantly present in Calcutta without indicating what may be considered an epidemic mortality, the decision of questions of quarantine at the various ports is left to local Health Officials, who but too often fail to discriminate the true value of the returns, and hence convert them into a ready and powerful cause of inconvenience, delay and expense to steamers.

No. 813.

MARINE, DATED CALCUTTA, 10*th April* 1889.

From W. B. BESTIC, Esq., Under-Secretary to the Government of Bengal, Public Works Department, to the SECRETARY to the GOVERNMENT of INDIA, Home Department.

In continuation of my letter No. 643, Marine, of the 25th ultimo, I am directed to submit, for the consideration of the Government of India, the accompanying copy of a letter No. 287, dated the 29th idem, from the Bengal Chamber of Commerce, relative to the form of the bills of health issued to vessels leaving Indian ports.

No. 287-89.

MARINE, DATED CALCUTTA, THE 29*th March* 1889.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of BENGAL, Public Works Department.

In continuation of my letter No. 151-89, of 9th ultimo, on the subject of the inconvenience caused by the unnecessary details embodied in the new form of bill of health, the Committee of the Chamber of Commerce desire me to bring to your notice a case which, as it occurred in a British Colony, the Committee regard as materially supporting the contentions of this Chamber.

The s. s. *Warora*, bound for Mauritius, received a Bill of Health dated 4th October last, in which it was stated that during the week prior to her departure from this port "there occurred twenty-nine deaths from cholern, declared by the Medical Board to exist in a sporadic form." The effect of this entry was that, although the *Warora* reached Port Louis on the morning of 24th October, she was not admitted to pratique till the morning of the 26th idem, that is, she was made to undergo thirty-six hours' quarantine.

It would seem that the Port Health Officer of Calcutta considers a Bill of Health containing such an entry a clean bill of health, "considering that cholera is distinctly stated therein to exist in Calcutta only in a sporadic form." The particular bill of health referred to is thus spoken of by the Health Officer of the Port to the agents of the *Warora*: "The *Warora* was granted the usual clean bill of health." But the agents of the steamer, having made enquiries at Mauritius, thus express the view taken by the medical authorities at Port Louis: "It is true that the cholera is declared to be of a sporadic form, but this is viewed with suspicion by the authorities here, and any such notation is looked upon as vitiating an otherwise clean bill of health."

The matter is of importance as the s. s. *Landaura*, which left Calcutta on the 5th instant, and the s. s. *Warora*, which left on the 25th instant, both for Mauritius, were supplied with similar bills of health which, in the opinion of the Health Officer of this port, were "clean bills of health."

In the letter of which this is a continuation, I draw attention to the misunderstandings of the true character of Indian bills of health

experienced at Egyptian and the Mediterranean ports, and it is now shown that an exactly similar misunderstanding exists at the British port of Port Louis. The inference would seem to be irresistible that the present form of bill of health aims at too great detail and that the effect of the endeavour to be over-correct in the statement of disease, produces, as far as the vessels which leave Indian ports are concerned, a result it was the object of the new form to prevent. In this connection I am instructed to give the form of bill of health granted to the *Warora* at Colombo, and to submit that it contains all that is necessary to include in such a document.

No. $\frac{A}{67.}$

BILL OF HEALTH.

CEYLON.

DATED COLOMBO, THE 13*th October* 1888.

To all whom these presents shall come:

"This is to certify that the s.s. *Warora* is at the time of leaving this port in a satisfactory sanitary condition and that no case of infectious disease dangerous to life exists among its officers, passengers or crew.

2. "It is further certified that the Town and Port of Colombo are at present free from epidemic cholera, plague, yellow fever and all other dangerous epidemic disease."

(Sd.) THOMAS McGAIRN, M.B., Port Surgeon,
Acting Principal Civil Medical Officer.

(Sd.) J. L. WANDERSTRASTEN, M.D.,
and Inspector General of Hospitals.

Signature and designation of Medical Officer.

The Committee of the Chamber of Commerce would respectfully solicit that this question of the inconvenience caused by a too detailed form of bill of health may have the early attention of the Government of India.

BOMBAY CHAMBER OF COMMERCE, 10*th July* 1889.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 2,300 of 14th ultimo, submitting, for the opinion of the Chamber, a revised form of Bill of Health which the Government of India propose to issue to vessels leaving Indian Ports.

2. The Committee, having ascertained the views of the Agents of the leading lines of steamers trading to this port, direct me to eay that the from submitted meets with their entire approval, and they will be glad to see it adopted at the earliest possible date, both for vessels bound to European and Egyptian ports.

3. In connection with this question the Committee would further respectfully solicit the attention of Government to the facility to shipping which would be gained if all foreign Governments could be induced to accept the Indian Government Bill of Health without special certificates from their respective Consuls, in the same way that foreign bills of health are accepted at British ports without any additional certificate from British Consuls. The Austrian authorities, my Committee understand, already accept a British Bill of Health without the verification or certificate of the Austrian Consul at the port of sailing, and it would be a great advantage if other Governments could be induced to agree to a similar arrangement.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX AA.

INCONVENIENCE CAUSED TO THE HEALTH OFFICER OF THE PORT OWING TO DEFECTIVE INFORMATION AS TO THE TIME OF VESSELS' DEPARTURE.

No. 3646.

BOMBAY PORT TRUST.

Bombay, 27*th August* 1889.

To the SECRETARY to the CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith copy of Trustees' Resolution No. 409 dated 22nd instant, and to request that you will kindly make the notice known to those concerned.—I have, &c.,

F. G. DUMAYNE,
Acting Secretary.

No. 409.

Bombay, 22*nd August* 1889.

Excerpt from the Proceedings of a Meeting of the Trustees of the Port of Bombay held on the 22nd instant.

4. Read *Government Resolution General Department* No. 3300, dated 15th August approving of the Trustees' proposal to bring to the notice of the Agents of Ships in Bombay the inconvenience and extra labour caused to the Health Officer of the Port when the sailing date of vessels is postponed.

Much trouble and expense having lately been caused by ships and buggalows having to be visited more than once by the Health Officer of the Port for inspection, in consequence of the absence of some of the crew or postponement of the date of sailing, a proposal has been made to Government to levy a fine from any ship which the Health Officer of the Port may thus have to visit a second time, or else to insist upon the production of the Port clearence before making arrangements for medical inspection. Further consideration of this proposal has been postponed in order to see whether a warning as to the possible result of such want of punctuality will materially decrease the evil complained of. It is, therefore, hoped that care will be taken not to cause unnecessary trouble in the manner above mentioned.

A copy of this notice to be sent to each of the following :—

The Chamber of Commerce, the Collector of Customs, the Port Officer, and the Docks Superintendent, with a request to make it known to those concerned.

True Excerpt.

F. G. DUMAYNE,
Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, *29th August* 1889.

GENTLEMEN,—I am directed by the Committee of the Chamber of Commerce to circulate for your information the accompanying papers received from the Secretary, Port Trust, regarding the inconvenience caused to the Health Officer of the Port when the sailing date of vessels is postponed.—I am, &c.,

JOHN MARSHALL, Secretary.

The SUPERINTENDENT,
P. & O. S. N. Co.

The AGENTS, B. I. S. N. Co.
" AUSTRO-HUNGARIAN LLOYD'S S. N. Co.
" RUBATTINO S. N. Co.
" ANCHOR LINE OF STEAMERS.
" CLAN LINE " "
" CITY LINE " "
" HALL LINE " "
MESSRS. KILLICK, NIXON & Co.
" SHEPHERD & Co.

APPENDIX BB.

CONDITIONS FOR THE DISCHARGE OF STEAMERS AT THE PORT OF GENOA.

BOMBAY, 26*th December* 1889.

To JOHN MARSHALL, Esq., SECRETARY to the BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—I have the honour of forwarding two copies of conditions regarding the discharge of steamers at the port of Genoa. Such conditions have been drawn up at a Conference held under the patronage of the Genoa Chamber of Commerce and with the attendance of several delegates of Commercial Associations of the United Kingdom and I have no doubt they will prove of some interest to the members of the Chamber.—I have, &c.,

F. BOZZONI.

BOMBAY CHAMBER of COMMERCE, *5th January* 1889.

F. BOZZONI, Esq, Consul for Italy, Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter of the 26th ultimo, covering two copies of conditions relative to the discharge of steamers at the port of Genoa, for which the Committee direct me to express their thanks.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX CC.

METEOROLOGICAL REPORTS.

No. 261 OF 1889.

METEOROLOGICAL OFFICE, BOMBAY, *27th February* 1889.

From S. HUTCHINSON, Esq., M. I. E. E., A. M. I. C. E., Meteorological Reporter for Western India, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to request the favour of your informing me if I am right in inferring from your letter, dated the 18th of December, 1888, to the address of Mr. W. L. Dallas, that the Chamber is prepared to contribute up to the end of 1889 the sum of Rs. 125 a month plus Rs. 36 a week extra for the 30 weeks during the supplementary information regarding crops is added to the Daily Report.—I have, &c.,

S. HUTCHINSON,
Meteorological Reporter for Western India.

BOMBAY CHAMBER OF COMMERCE, *4th March* 1889.

To the METEOROGICAL REPORTER for WESTERN INDIA, Bombay.

SIR,—I have submitted to the Committee of the Chamber of Commerce your letter No. 261 of the 27th ultimo. In reply, I am directed to inform you that they are prepared to contribute, up to the end of 1889, the sum of Rs. 125 per mensem towards the cost of publishing a daily crop and weather report, and during the seven months of the year when the supplementary information regarding crops is incorporated in the Report, the Chamber will pay an additional sum of Rs. 28-8 per week—not Rs. 36 as mentioned in your letter. The cost of the extra information was put down by Mr. Dallas at the latter figure, but if you will be good enough to refer to his letter to the Chamber, under date of 13th December 1888, you will notice that he says the weekly expenditure in this respect could be reduced to Rs. 28-8.

My Committee will be glad to be favored with the explanation solicited in my letter to Mr. Dallas of 18th December, as to the manner in which it is proposed to obtain the crop information which the Government intend supplying.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 274 OF 1889.

METEOROLOGICAL OFFICE, BOMBAY, *6th March* 1889.

From S. HUTCHINSON, ESQ., Meteorological Reporter for Western India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 4th instant, I have the honour to inform you that, should the Government of India sanction the publication of the Daily Weather Report and Chart on the lines proposed in my recent report on the subject, it is my intention to ask you kindly to put me in communication with the gentlemen who at present report to you from 18 stations with a view to requesting them to address their messages in future to me direct or, if there be observatories at any of the stations (as at Agra, Delhi, Nagpur, Amraoti, Sholapur and Bellary), to hand them to the Superintendent of the observatory to embody in his daily weather message. The messages would all be sent "bearing." I had a conversation on this subject the other day with the Chairman of the Chamber, and he was good enough to say that although, of course, he could not give any definite promise, he did not apprehend that there would be any difficulty on this point.—I have, &c.,

S. HUTCHINSON,
Meteorological Reporter for Western India.

BOMBAY CHAMBER OF COMMERCE, *27th March* 1889.

The METEOROLOGICAL REPORTER for WESTERN INDIA, Bombay.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 274 of the 6th instant, and to inform you, in reply, that they would be able to arrange with the various agents, who at present supply the Chamber with weather and crop information, to hand over to Government officers at stations where they exist or at other places to transmit to you by telegraphic messages, "bearing," similar information to that which the Chamber has issued bi-weekly in their private reports to members.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 377 OF 1889.

METEOROLOGICAL OFFICE, BOMBAY, *29th March* 1889.

From S. HUTCHINSON, Esq., M. I. E. E., A. M. I. C. E., Meteorological Reporter for Western India; to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter dated the 27th instant and to request that you will convey to the Committee my best thanks for their kindness in agreeing to arrange for the agents already employed to continue the work of compiling and despatching the crop and weather reports which it is proposed to embody in the Daily Report shortly to be published by the Meteorological Department in Bombay.

2. Will you also kindly let me have a list of the agents in question in order that I may arrange for the necesssry orders being issued to the Telegraph Offices in question to accept service "bearing" messages from them to my address.

3. I should also be glad to be furnished with a list of the names and addresses of the members of the Chamber of Commerce to whom copies of the Chart and Report are to be supplied as soon as the issue begins.—I have, &c.,

S. HUTCHINSON,

Meteorological Reporter for Western India.

BOMBAY CHAMBER OF COMMERCE *3rd April* 1889.

The METEOROLOGICAL REPORTER for WESTERN INDIA, Bombay.

SIR,—In reply to your letter No. 377 of the 29th ultimo, I have now the honor to wait upon you with a list of the members of the Chamber as also a list of the up-country correspondents who are in the habit of supplying bi-weekly, the weather and crop information. If you will please intimate to me at which of these stations the information can be handed over to the Government officers, I will address them direct and request them to send on crop information from whatever date you may fix. The others, of course, will have to telegraph to you direct, and I shall inform them of the necessity of so doing.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 550 OF 1889.

METEOROLOGICAL OFFICE, BOMBAY, 16*th May* 1889.

From S. HUTCHINSON, Esq., M. I. E. E., A. M. I. C. E., Meteorological Reporter for Western India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge with thanks the receipt of the two lists accompanying your letter dated the 3rd April 1889 and to request the favour of your kindly asking your Agents at Agra, Amraoti, Delhi, Nagpur, Sholapur and Bellary from the 1st July next to hand over their bi-weekly crop and weather reports, expressed in the telegraphic code words hitherto in use by them, to the Superintendents of the observatories at those places for incorporation in their weather message to this office. It should be explained to your Agents at the 6 stations above named that information regarding *Rainfall* is no longer required from them and should be *omitted* altogether from their reports which will thus as a rule in future consist of two words only.—I have, &c.,

S. HUTCHINSON,

Meteorological Reporter for Western India.

No. 552 OF 1889.

METEOROLOGICAL OFFICE, BOMBAY, 17*th May* 1889.

From S. HUTCHINSON, Esq., M. I. E. E., A. M. I. C. E., Meteorological Reporter for Western India, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of this office letter No. 550 of 16th May 1889, I have the honour to request that you will kindly ask your agents at Cawnpore, Beawur, Khangaum, Barsi, Hubli, Dhulia, Jalgaon, Broach, Wudhwan, Veeramgaon, Dhollera, and Bhownugger from the 1st of July next to address their telegraphic Crop and Weather Reports to me by my code designation *viz.* "Weather Bombay," instead of as hitherto to yourself. These telegrams will no longer be paid for but should be classed "Service Bearing" (deferred or ordinary as the case may be) and should be endorsed between the text of the message and the Agent's signature "Debit cost to Meteorological Office, Bombay." I have written to the Telegraph offices at all these stations directing them to accept these messages when tendered.—I have, &c.,

S. HUTCHINSON.

Meteorological Reporter for Western India.

No. 560 OF 1889.

METEOROLOGICAL OFFICE, Bombay, 18*th May* 1889.

From S. HUTCHINSON, ESQ., Meteorological Reporter for Western India, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to inform you that the regular issue of the Daily Weather Report and Chart to members of the Chamber will commence from Monday, the 20th instant.—I have, &c.,

S. HUTCHINSON.

Meteorological Reporter for Western India.

APPENDIX DD.

STORM-WARNING SERVICE FOR THE WEST-COAST OF INDIA.

No. 271 of 1889.

GENERAL DEPARTMENT.

BOMBAY CASTLE, 21*st January* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter No. $\frac{3}{3\text{-}2}$ Met., dated 5th instant, from the Under Secretary to the Government of India, Revenue and Agricultural Department (Meteorology) and of its accompaniment, containing certain proposals made by the Meteorological Reporter to the Government of India for improving the storm signal system at present in force on the Bombay Coast, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, Bombay, on the proposals of the Meteorological Reporter at an early date.—I have, &c.,

J. DE. C. ATKINS,
Under Secretary to Government.

No. $\frac{3}{3\text{-}2}$ Met.

CALCUTTA, 5*th January* 1889.

From W. R. LAWRENCE, Esq., C.S., UNDER-SECRETARY to the GOVERNMENT of INDIA, to the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward a copy of the letter noted on the margin from the Officiating Meteorological Reporter to the Government of India, No. 547 S dated the 21st December 1888. and to state that the Government of India will be glad to be favored as early as possible with the views of His Excellency the Governor in Council on the proposals of the Meteorological Reporter to the Government of India for improving the Storm Signal system at present in force on the Bombay Coast.—I have, &c.,

W. R. LAWRENCE,
Under Secretary to the Government of India.

No. 447 S.

Dated SIMLA, 21*st December* 1888.

To the SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department.

SIR,—I desire to bring to the notice of the Government of India the unsatisfactory character of the storm signal system at present in force on the Bombay or West Coast of India, and to submit certain proposals for the improvement of that system in the hope that the Government will refer the matter to the Government of Bombay in order firstly to learn the opinion of the commercial communities of Bombay and Karachi, secondly to ascertain what improvements are considered desirable by those for whose interests the Bombay or West Coast Storm Signal Service is chiefly maintained, and finally whether either of the systems proposed in my letter would be regarded as satisfactory, and if not what additions or modifications of either scheme would be considered sufficient to make it adequate to the requirements of the West Coast Ports.

2. The Bombay Storm Signal Service has been worked by Mr. Chambers for many years. Mr. Chambers made several representations to Mr. Blanford during the past few years on the insufficiency of the number of stations which supplied him with the meteorological information necessary to enable him to hoist the signals on the approach of storms. He has not so far as I am aware made any representation as to the imperfection of the present system, nor submitted any proposals for its improvement. When Mr. Chambers in August last declined to accept the Western India Reportership under the new conditions, it became necessary to transfer the control and working of the Bombay Storm Signal Service to Simla, and my attention was then first directed to the imperfection of the present system. The working of the system from Simla during the months of August, September an October of the present year strengthened my conviction of its inadequacy. Hence during my cold weather tour, I took the opportunity of visiting Karachi to ascertain whether the changes I considered desirable would be acceptable to the Port authorities there. I also asked Mr. Dallas during his visit to Bombay in the month of December to talk over the subject with Sir Henry Morland, Port Officer, and other authorities. I have thus ascertained that the Port Officers of Bombay and Karachi consider the present system imperfect and insufficient, and that it would be very desirable to improve it as early as possible and place it on a proper footing.

3. When I took over the storm signal work at Bombay from Mr. Chambers, I endeavoured to find out the objects of the system and the methods of working it in order to carry it out satisfactorily. Pratically the only information I obtained was contained in the accompanying circular (Enclosure 1).

4. The method of working the system initiated by Mr. Chambers and hence followed during the past five months by the Simla Office is as follows :—

On the first clear indications of the commencement or approach of stormy weather or a cyclone to any part of the Bombay Coast, a cautionary telegram is sent to the Port Officer or

other selected officials of the ports likely to be affected by the storm, informing them of the probable nature of the disturbance. If the storm continues to approach the coast or to increase in intensity and a gale or stormy weather is apprehended at any port, the Meteorological office telegraphs to the ports in question ordering a drum to be hoisted as a signal of approaching bad weather. This is usually kept up for 48 hours, but is sometimes taken down earlier on receipt of instructions from the Meteorological office.

5. According to this practice only one signal (the drum signifying approaching stormy or bad weather) is employed. As already stated what may be called cautionary telegrams are sent to Port officers, but these telegrams are apparently only intended for the information of Port officers, as no reference is made to them in the instructions. As these cautionary telegrams are sent when the weather is threatening, and a cyclone is probably in existence in some part of the Arabian Sea or near the West Coast, it would appear to be very desirable to signal the information to the shipping, instead of restricting its official communication to the officer hoisting the signals as a mere preliminary caution to that officer to be prepared to hoist the warning signal if necessary.

6. This statement indicates the chief defect of the present system. So far as can be reasonably judged from the instructions and methods, the object of the system of signals is merely to protect the various ports and the shipping in the ports and fishing boats of the ports and adjacent villages against the dangers of an approaching cyclone by timely warning and nothing further. But it would appear to be equally desirable to warn vessels about to leave the ports of the Bombay Coast of the probable position and line of march, &c., of any cyclone storm in the Arabian Sea, the existence of which may be indicated by the observations received in the Meteorological office. There are especial reasons in the case of the ports of Bombay and Karachi why this object should be included in the aims and scope of the West Coast Storm Signal Service.

7. In the case of Karachi for example the passage of a cyclonic storm over the port itself is an event of extreme rarity. On the other hand storms not infrequently advanced in a Westerly or North-Westerly direction (and sometimes recurve from West through North-West or North) across the Northern half of the Arabian Sea at a distance of a few hundred miles South or West of Karachi. These storms would probably give strongish winds to Karachi, but by no means of such force as to justify the hoisting of the cautionary signal (*i. e.* warning or storm signal) at that port. And yet a steamer leaving the port at such a time would probably run into stormy weather within 24 or 36 hours after leaving port. In such a case under the present storm signal arrangements at Karachi, the Meteorological Officer (if he were aware of the cyclonic disturbance in the Arabian Sea as would probably be the case in three storms out of four) has only the alternative of hoisting a signal not applicable to the case, or hoisting no signal at all.

8. Similar difficulties are met with under the present system in the case of Bombay.

For example the cyclonic storms originating in the Bay of Bengal in the months of October, November and December not infrequently cross the Peninsula and advance over the Ghats and West Coast districts into the Arabian Sea. These storms are enfeebled by their passage across the Peninsula. The West Coast districts are further protected to some extent from the force of these enfeebled cyclones passing overhead by the wall of the West Ghats. Such storms rarely give rise to winds on the West Coast so strong as to justify the hoisting of the cautionary or warning signal at the ports affected. These storms occasionally after passing out to the Arabian Sea again increase in intensity and become dangerous cyclones, which advance in a course between West and North for some days across the Arabian Sea. In such cases the Meteorological office would have the same difficulty as referred to in the case of Karachi. The Meteorological office would probably know that whilst such a storm would not occasion strong winds at any of the West Coast ports, it would probably develope within 24 hours after passing out to sea into a dangerous storm. Yet under the present arrangements he could only hoist a misleading signal (*i. e.* a signal intimating to the port and shipping an incorrect view of the weather at the port) or hoist no signal at all.

9. Again at the commencement of the South-West monsoon storms occasionally form at some distance from the Bombay Coast and as in the case of the " Speke Hall " storm of May 1885, usually drift westward. These storms in probably two cases out of three give some indications at the Bombay Coast stations of their existence. It might be of great importance to an out-going steamer to know of the probable existence of such a storm. The Meteorological Reporter at Simla might possess the information, and yet he would under present arrangements be unable to hoist any signal which would give the information to the shipping interested in it. If he hoisted the only signal at present at his command, he would warn the port at which it was hoisted when it was not necessary, and hence probably occasion inconvenience to the shipping generally and to merchants.

10. The preceding remarks have indicated the chief reasons for the necessity of effecting some change in the Bombay system of storm signals. It appears to me that in the case of the ports of Karachi and Bombay a proper system of storm warning should fulfil two objects :— First, that of protecting the port and shipping in the port. Second, that of warning the shipping of any storms in the Arabian Sea, which they would probably run into if they proceeded on their voyage, and the knowledge of the existence of which might induce them either to delay going to sea, or enable them to shape their course so as to avoid the strength of the storm.

11. It is evident that these objects differ considerably, and that the action to be taken by shipping, if proper information or warning was signalled in the two cases would be essentially different. In the first case the result of the signal or information should be that ships would take precautions necessary to ride out the gale in harbour safely. In the second the result should be that vessels about to proceed on their voyage would either delay leaving harbour or endeavour to ascertain before setting out the general character and position of the disturbance, and modify their course so as to avoid the storm as far as possible. Hence to carry out these two essentially different

objects it is necessary there should be either two signals or two sets of signals. The present Bombay system is objectionable in that it does not carry out the second aim or if it does it uses one signal for two entirely different objects and purposes which ought on no account to be confounded together.

12. The object can be carried out in one of the two following ways :—

1*st.*—By the adoption of the system introduced in 1886-87, for warning the Madras and Burma ports.

2*nd.*—By the adoption of a system based on that in use in the British isles for warning the British ports (and worked by the London Meteorological Office).

13. The following gives a brief statement of the first proposed system as it might be adopted and employed for the Bombay ports.

The storm signals to be used would be the following :—

1*st.*—A bad weather or warning signal, viz., a ball by day and three white lights arranged in a vertical line by night.

2*nd.*—A storm or danger signal, viz., a drum by day or two white lights arranged in a vertical line by night.

The first signal would intimate that a storm was either forming in the Arabian Sea, or that a storm was already in existence which would give shortly bad weather to the port, or was giving stormy weather to that portion of the Arabian Sea usually traversed by vessels leaving the port. Occasional telegraphic statements would be sent during the existence of the storm to the Port officers to be posted up in a conspicuous part of his office, giving briefly the changes in position and character of the storm, so far as they could be inferred from the shore observations, and any other information respecting it that might be useful to Captains of vessels about to leave port.

The second signal would be hoisted to indicate stormy weather, *i. e.*, the early occurrence of a gale of wind due to the passage of a cyclonic storm not far from the port, or the approach of the central area of a cyclonic storm to the port itself or its immediate neighbourhood.

14. The chief advantage of adopting this system would be that it would give a uniform system for the whole of India (excluding the Port of Calcutta the conditions of which are very peculiar and necessitate a more complicated system). The necessity of uniformity in storm signals has been often urged in India as elsewhere. The reasons for uniformity are chiefly based on the alleged want of intelligence and other defects on the part of sailors, and on the necessity for simplicity in such matters so as to avoid the possibility of mistakes through nervousness or ignorance of the meaning of the special signals hoisted at critical and dangerous times. Although uniformity is undoubtedly desirable if it can be secured without sacrificing greater advantages, the first necessity of a Storm Signal Service is that it should be devised so as to warn as effectually as possible the particular coast and sea area for which it is used. My own experience has taught me that if easily recognized signals adapted to the necessities and dangers of that part of the coast for which they are devised

are employed, sailors will quickly recognize their value and learn to utilize them to the fullest extent, without committing such a simple and inexcusable mistake as to confuse a signal used on the British or Burma Coast with one used on the Bombay Coast.

15. The second system which I desire to propose was drawn up by Sir Henry Morland practically at my request, and gives what he considers to be the best arrangement for warning and protecting the Bombay Coast. So far as I can judge from my limited experience of the phenomena of Bombay or West Coast storms, it appears to me to be not only practicable and workable (by the Simla office), but to give more definite information by signal than the first system and to be more especially adapted to the requirements of the Bombay Coast ports than the Madras and Burma system is. It has the great and important merit of being especially adapted to the West Coast and for this reason I prefer it to the previous system. As it is practically identical with the British system, its introduction may perhaps be a step in the direction of uniformity.

16. The following gives a brief statement of the proposed system. Storm signals would be hoisted at selected ports on the Bombay Coast on the receipt of orders from the Simla Meteorological office. They would usually be hoisted for 24 hours, but the period might be extended by special order from the Simla Meteorological office :—

The signals to be of two shapes a cone and a drum.

The following would be the signals used :—

1*st*.—A drum to indicate that weather is unsettled and threatening, or that a storm is in existence at a considerable distance from the port.

2*nd*.—A cone apex down by day or three lights arranged thus $\overset{\circ}{\underset{\circ}{\circ}}$ by night, to indicate the early occurrence of a southerly gale, due to the passage of a cyclonic storm at some distance from the port.

3*rd*—A cone apex up by day or three lights arranged thus $\underset{\circ}{\overset{\circ}{\circ}}$ by night to indicate the early occurrence of a northerly gale, due to the passage of a cyclonic storm at some distance from the port.

4*th*.—A drum over a cone by day or four red lights arranged thus $\overset{\circ}{\underset{\circ}{\circ}}$ by night, to indicate that a cyclone is approaching, the centre of which will either pass over or at a short distance from the port.

The meaning of these signals is sufficiently obvious, and does not seem to require explanation. The first signal will fulfil the first of the objects of the service laid down in paragraph 10, and the 2nd, 3rd and 4th the second of these objects

17. I do not consider it necessary or even advisable to send in a complete scheme of each system, as I think it would probably be not only more satisfactory if the Government of Bombay first consult the port and other authorities interested at Bombay and Karachi, so as to ascertain whether either of the two systems stated above would be considered satisfactory in principle, and if not what modifications of either in principle are considered necessary. When this has been ascertained perhaps the Governments of India and Bombay would permit me to communicate directly with the Port Officers of Bombay and Karachi, and draw up with their assistance the details of the

system selected which after final consideration and revision by the Government of Bombay might be sanctioned and published in the *Bombay Gazette* for general information and adoption.

18. As the matter is one of considerable importance, I venture to ask that the Government of India will request the Government of Bombay to deal with it as quickly as is possible, compatible with consulting the various authorities interested in the subject, in order that if changes are considered necessary and are desired the new system may be sanctioned and brought fully into use before the commencement of the next South-West monsoon.—I have, &c.,

J. ELIOT,
Officiating Meteorological Reporter
to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *2nd February* 1889.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 271 of 21st January 1889, giving cover to a letter from the Meteorological Reporter to the Government of India embodying certain proposals for improving the Storm Signal System at present in force on the Bombay Coast, regarding which the opinion of the Chamber is requested.

2. The Committee of the Chamber direct me to say, in reply, that they consider the system of signals and warnings suggested by the Port Officer of Bombay and detailed in paras. 15 and 16 of the Meteorological Reporter's letter to the Government of India, would be well adapted for the requirements of this Coast, and being practically identical with the British system would be easily comprehended by the officers of merchant shipping for whose guidance and benefit storm warnings and signals are mainly intended.

3. My Committee would respectfully submit, however, that, in their opinion, no system of signals could be promptly and effectively worked unless controlled by a local office under the charge of a competent scientific man who would be in a position to issue local warnings without the loss of time necessary for communication with Simla, and they

would further urge the desirability of increasing the number of signal stations reporting to and receiving warnings from Bombay as the working centre.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1265 of 1889.

GENERAL DEPARTMENT.

BOMBAY CASTLE, 28*th March* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 2nd ultimo, forwarding the opinion of the Chamber of Commerce on the proposals of the Meteorological Reporter to the Government of India for improving the storm signal system at present in force on the Bombay Coast, I am directed to forward for the information of the Chamber of Commerce copy of a Resolution passed by this Government on the subject.—I have, &c.,

J. NUGENT.

Chief Secretary to Government.

No. 1264.

GENERAL DEPARTMENT.

Bombay Castle, 28*th March* 1889.

Letter from the Secretary to the Government of India, Revenue and Agricultural Department (Meteorology), No. 35, dated 23rd February 1889—Acknowledging the receipt of this Department letter No. 26 of the 4th ultimo ; and stating as follows :—

"3. With regard to the question of an improved storm-warning system, I am directed to say that as the Meteorological Reporter to the Government of India has already submitted a carefully considered scheme for the establishment of a Meteorological system on the Bombay Coast after personal consultation with the best informed local authorities, the Government of India would prefer to make that scheme rather than Mr. Chambers' proposals the basis of discussion, and in this view will be glad to receive the opinion of the Bombay Government on Mr. Eliot's proposals which were communicated to you with my letter No. 3—3-2-Metec. of the 5th ultimo.

"4. I am finally to ask that the Government of India may be favoured at an early date with a reply to my letter No. 3—3-2-Meteo., dated the 5th ultimo, as it is necessary that Mr. Eliot's scheme should be introduced permanently by the 1st April next at latest."

Submitting with reference to Government Resolution No. 270, dated 21st January 1889 their opinions on the proposals of the Meteorological Reporter to the Government of India for improving the storm-signal system at present in force on the Bombay Coast.

Letter from the Meteorological Reporter for Western India, No. 148, dated 29th January 1889.
Letter from the Secretary, Bombay Chamber of Commerce, dated 2nd February 1889.
Memorandum from the Marine Department of the Secretary, No. 16 P.T. dated 11th February 1889—Transferring a letter No. 567, dated 8th idem, from the Secretary, Bombay Port Trust.
Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 1362, dated 16th March 1889—Forwarding a letter No. 777, dated 1st idem, from the Collector of Kolaba.
Letter from the Commissioner of Customs, Salt, Opium and Abkari, No. 1363, dated 16th March 1889.

Telegram from the Commissioner in Sind, dated 21st March 1889.

Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 1495, dated 23rd March 1889—Submitting, in continuation of No. 1363, dated 16th idem, copy of a letter, dated 20th idem, from the Superintendent, P. & O. S. N. Company, who states that after consideration of the matter with several of the Commanders of the Company's Steamers he is of opinion that the storm-signals proposed in paragraph 16 of Mr. Eliot's letter of 21st December 1888 are very suitable for the purpose intended.

Memorandum from the Commissioner in Sind, No. 416, dated 20th March 1889 :—

"With reference to Government Resolution No. 270 of 21st January 1889, regarding the proposed improvement in the storm-signal system at present in force on the Bombay Coast, the Commissioner in Sind has the honour to report that he concurs in the views expressed by the Officiating Meteorological Reporter.

"2. From the reports received from the Chamber of Commerce and the officers who have been consulted it would appear that the system proposed by Captain Sir Henry Morland meets with general approval.

"3. The present system seems far from complete and requires modification. The only warning now given is that a storm-signal is hoisted showing that bad weather may be expected, but there is an entire absence of all particulars as to the whereabouts and nature of the atmospheric disturbance expected.

"4. It is highly desirable that the Meteorological Reporter to the Government of India should be permitted to communicate direct with the Port Officer, Karachi, as requested in paragraph 17 of his report with a view to arranging the details of the new system."

RESOLUTION.—Copy of the reports on the subject received should be forwarded to the Government of India with an intimation that this Government consider that the system described in paragraph 15 and 16 of Mr. Eliot's letter No. 447, dated December 21st last, might be adopted.

2. With reference to the remark made by the Commissioner in Sind in paragraph 4 of his letter, the Government of India may be

informed that this Government have no objection to the Meteorological Reporter to the Government of India communicating direct with the Port Officers of Bombay and Karachi in order to draw up with their assistance the details of the system, if he considers it desirable to obtain their aid.

JOHN NUGENT,
Chief Secretary to Government.

No. 2509 of 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 27*th June* 1889.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of a letter from the Government of India, No. 110 Met., dated 18th instant, with accompaniment, regarding the final storm-warning arrangements proposed for the West Coast, and to request that you will be so good as to favour Government at an early date with the opinion of the Chamber of Commerce on the proposals made in that letter.—I have, &c.,

J. DE C. ATKINS.
Acting Under-Secretary to Government.

Letter from the Secretary to the Government of India, Revenue and Agricultural Department (Meteorology), No. $\frac{110}{3\text{-}24}$ Met., dated 18th June 1889 :—

"With referrence to the correspondence ending with your letter No. 1265 of the 28th March last, I am directed to forward for the early consideration of His Excellency the Governor in Council a note submitted by the Meteorological Reporter to the Government of India, explaining in detail the final storm-warning arrangements proposed for the West Coast.

"2. In submitting this note Mr. Eliot writes :—"The ports of Veraval and Porbandar on the Kathiawar Coast, and at which there are no telegraph officers, have been added to the list of ports hitherto included in the system. It would be desirable to include some other ports, and more especially Dwarka and Cutch Mandvi ; but they are at very considerable distances from telegraph offices and I am informed it would not be possible for a telegram despatched from either Bombay or Simla to be delivered at these ports in less than 30 hours and hence under present arrangements it would be impracticable to warn these ports satisfactorily." Should the Government of Bombay, however, think that these or any other ports not named in the list should be included and will indicate in what manner the storm-warnings should be forwarded to these, the Government of India will desire the Meteorological Reporter to do what he can to transmit the warnings in accordance with these arrangements.

"3. I am to suggest that if His Excellency the Governor in Council approves of the scheme, early steps should be taken for its introduction and that the date from which it is desired that it should come into operation may be telegraphed to this Department.

"I am also to ask that the Government of India may be informed for communication to the Meteorological Reporter what officials have been selected for the duty of receiving the storm-warning telegrams and arranging for the hoisting of the signals at Veraval and Porbandar and other ports which may be added to the list.

"4. I am to add that the Bombay Government will no doubt consider the desirability of publishing the scheme, when approved, in the local Gazette."

(Sd.) E. C. BUCK,
Secretary to the Government of India.

Proposed Storm-warning arrangements for the West Coast.

1. The ports to be warned by this system are as follows :—

1. Karachi.	4. Bhavnagar.	7. Alibag.	10. Goa.
2. Porbandar.	5. Daman.	8. Ratnagiri.	11. Murmagao.
3. Veraval.	6. Bombay.	9. Vengurla.	12. Karwar.
		13. Kumta.	

2. The warning officer will be the Meteorological Reporter to the Government of India (or Weather, India,) Simla, and the officers to whom the warning telegrams will be addressed and who will arrange for hoisting the storm-signals as directed by Weather, India, are as follows :—

Port.	Officer to whom warning telegrams will be sent.
Karachi	Master Attendant.
Porbandar	?
Veraval	?
Bhavnagar	State Engineer.
Daman	Governor of Daman.
Bombay	Port Officer.
Alibag	Huzur Deputy Collector.
Ratnagiri	Sar-karkun in charge of Custom-house.
Vengurla	Do. do.
Goa	Director, Meteorological Observatory, New Goa.
Murmagao	Agent, W. I. P. Railway.
Karwar	Port Officer.
Kumta	Custom Manager.

3. In order to enable the India Meteorogical Reporter to carry out the work of warning the Bombay Coast ports with the utmost expedition he is permitted to communicate with the port Officers or other authorities at the following stations by precedence urgent messages (classed as XXS) :—

Karachi.	Bombay.	Vengurla.	Karwar.
Bhavnagar.	Alibag.	Goa.	Kumta.
Daman.	Ratnagiri.	Marmagao.	

Hence all messages from Simla to the selected Officers at the above-named ports directing signals to be hoisted will be forwarded by telegrams having precedence over all ordinary urgent messages.

4. The objects of the present system of signals are twofold :—

1*st*.—To warn the shipping at the ports on the West Coast of India, and more especially at Bombay and Karachi, of the probable existence of cyclonic storms in the Arabian Sea, which they are likely to encounter if they leave the port for the Red Sea, &c.

2*nd*.—To warn the Port authorities and shipping of the probable or certain approach of a cyclonic storm to the port in question in order that any precaution *necessary* may be taken.

These objects are, it should be clearly understood, different. The first, for example, might necessitate the hoisting of a signal at Bombay in fine weather, and when there was no reasonable probability of early bad weather at that port, whilst the hoisting of the second set of signals would necessarily imply probable early bad weather at that port.

Signals intimating the existence of cyclonic storms in the Arabian Sea at a considerable distance from the coast are intended mainly for the information of the Captains of vessels about to leave the important ports of Bombay and Karachi. The import of such a signal is, "There is a cyclonic storm in the Arabian Sea which you may encount if you proceed to sea. Learn as much as you can of its character and trach from the Daily Weather report issued at Bombay and storm telegrams posted at the Post Office before you procced to sea." Such a signal is hence not intended to delay vessels but to give Captains a warning of the existence of a distant cyclonic storm and place at their disposal information which may enable them to avoid it if they go to sea.

The second set of signals (warning ports of the approach of cyclonic storms) are intended partly for the protection of the ports and partly to prevent small steamers and vessels putting out to sea when they are likely to encounter stormy weather which may overwhelm them although a large and well appointed steamer might pass through it without injury.

5. The system of warning will be carried out by signals hoisted in a prominent position in each port supplemented by telegrams giving so far as is possible the position, character, line of march, &c., of the storm, which will be posted up in some prominent position in the Port Office for general information. These telegrams will be sent at intervals, usually of 8 or 12 hours and never exceeding 24 hours during the progress of the storm and will give as far as possible all important changes in the character of the storm or other important feature in its progress during the interval since the last telegram.

6. It should also be distinctly understood that the signals will only be hoisted before and during cyclonic storms and will not be employed to indicate the prevalence of strong westerly winds, approaching in force to a gale, which occur occasionally during heavy bursts of the monsoon and are partly, if not entirely, dependent upon conditions in the interior of India.

7. The signals employed by day will be made by means of two canvas shapes, a cone and a drum.

The cone is three feet high and three feet wide at base and appears as a triangle when hoisted. The drum is three feet high and three feet in diameter and appears as a square when hoisted.

The night signals will be made by lanterns showing a red light. The lanterns should be at least three feet apart.

The following is the system of storm signals employed to warn Bombay and the West Coast ports of India :—

Signal No. 1 or warning signal, consists of a canvas shape representing a drum, and when hoisted signifies that a storm is in existence in the Arabian Sea which may either approach the port or which may shortly cross one or the other of the usual tracks of vessels leaving the port.

There is no night signal corresponding to this day signal.

Signal No. 2, a black cone apex down by day, and three red lights apex down by night.

The signal signifies that a cyclonic storm is likely to affect the port, and give it strong winds at first from southwards. The shift of wind will depend on the track of the storm (*i.e.*, whether from east or west, &c.)

Signal No. 3, a black cone apex up by day, and three red lights apex up by night.

This signal signifies that a cyclonic storm is likely to affect the port, and give it strong winds at first from northwards. The shift of wind will depend upon the track of the storm (*i.e.*, whether from east or west, &c.)

Signal No. 4, a black drum over a black cone by day, and four red lights in the form of a square by night.

This signal signifies that a heavy cyclone is approaching the port, and that the centre will probably pass over or very near to the port; and hence that the shift of wind is likely to be rapid and the strength of the wind to be very great.

8. The signals will be hoisted at each port by the officer appointed on receipt of instructions from the Simla Meteorological Office. They will be kept flying until dusk and then be lowered and hoisted again next morning. The signal at a port may be changed (as for example from No. 2 to No. 3) during a storm when the indications become more definite and show that the storm is approaching the port. All such changes will be made under instructions from the Simla Meteorological Office and the signals will be finally lowered on receipts of instructions from the Simla Office when the storm has broken up or is no longer likely to give bad weather at that port.

If the 2nd, 3rd or 4th day signal is hoisted at any port, it will be replaced at night by the corresponding night signal, so that as soon as the day signal is lowered the corresponding night signal will be hoisted and remain in position until daybreak when the day signal will be again hoisted.

Meaning of signals.—This has been partly stated above. The ports on the West Coast are liable to two classes of storms, viz :—

(*a*) Storms which form in the Arabian Sea itself ;

(*b*) Storms which form in the Bay of Bengal, advance across India, and pass out into the Arabian Sea.

In the first case the observations sometimes give indications of storms in the Arabian Sea which march westwards. If these are likely to approach the steamer tracks between India and the Red Sea, telegrams will be sent to Aden for the information of steamers and the first signal he hoisted at the larger ports, *e.g.*, Bombay, Karachi, &c. Again, the second class of storms rarely give strong winds to the ports south of Surat. These are all to a large extent protected by the West Ghats. When they cross the West Ghats and pass out to sea, if conditions are favourable, they may increase in intensity and become fierce and dangerous storms. They also occasionally recurve in the Arabian Sea and approach the coasts of Gujarat, Sind or Biluchistan. In such cases the first signal only will usually be hoisted at ports on the coast, such as Karwar, whilst at the ports on the Sind, Cutch and Kathiawar Coasts the warning signal will be first hoisted and afterwards one or other of the danger signals may be hoisted during the latter existence of such a storm.

Hence the hoisting of the first signal is intended as a sign that there is cyclonic storm in existence in the centre or north of the Arabian Sea, which is likely to be encountered by steamers leaving the ports of Karachi or Bombay, or that a cyclonic storm is passing across the West Ghats out into the Arabian Sea, which although not likely to give strong winds (or gale) to the ports at which the signal is hoisted, may give a gale at a distance of 50 or 100 miles from the coast. The knowledge of its existence will hence be chiefly useful to Captains of steamers. Its meaning is :—" If you leave port you may run into bad weather. If you wish for more precise information before you leave port, go to the Port Office and see what the weather telegrams posted there say."

In the case of the second signal a storm which is likely to give a gale is approaching the port. Its import is :—" Take the precaution necessary for riding out the gale as soon as you think it advisable." The precautions are usually stated in the rules of the port.

BOMBAY CHAMBER OF COMMERCE, 10*th July* 1889.

The ACTING UNDER-SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 2,509 of the 27th ultimo, and in reply, to say that the proposed storm warning arrangements for the West Coast, detailed by the Government of India in the papers accompanying your letter, meet with the approval of the Committee of the Chamber of Commerce.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3376 A of 1889.

GENERAL DEPARTMENT.

BOMBAY CASTLE, 20*th August* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter, dated 10th ultimo, I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, copy of a Resolution No. 3375, dated 20th instant, passed by this Government on the proposed storm-warning arrangements for the West Coast. I have, &c.,

J. De C. ATKINS,
Acting Under-Secretary to Government.

No. 3375.

GENERAL DEPARTMENT.

BOMBAY CASTLE, 20*th August* 1889.

Memorandum from the Marine Department of the Secretariat, No. 536-M., dated 10th July 1889—Transferring a letter No. A.—79, dated 4th idem, from the Port Officer, Bombay, in which that officer states that the arrangements for storm-warning for this coast, which were made in consultation with his office, appear satisfactory and are an improvement on the present system, and observes as follows :—

"It will be necessary to procure the necessary shapes and lamps, and print notices for the information of shipmasters and in the different native languages before the signals can be brought into use. This as far as Bombay is concerned can be effected, and the new system ready for work fifteen days after the receipt of the sanction of Government to the new system of signals."

Submitting with reference to Government Resolution No. 2508, dated 27th June last, their opinion on the storm warning arrangements for the West Coast proposed by the Meteorological Reporter to the Government of India.

Letter from the Secretary, Chamber of Commerce, Bombay, dated 19th July 1889.
Letter from the Commissioner of Customs, Salt, Opium and Abkari, No. 4229, dated 26th July 1889
Memorandum from the Marine Department of the Secretariat, No. 105 P. T., dated 25th July 1889—transferring a letter No. 3107, dated 23rd idem from the Secretary, Bombay Port Trust.

Letter from the Secretary, Chamber of Commerce, Bombay, dated 19th July 1889.

Letter from the Agent to the Governor General at Baroda, No. 8088, dated 5th August 1889—Stating in reply to Government letter No. 3114, dated 3rd idem, that Jamnagar is at present the nearest telegraph station to Dwarka, but that when the Railway to Porbandar is opened in October next that town will be the nearest telegraph station ; observing that arrangements will have to be made with the Native States concerned for the transmission of telegrams to Dwarka from either of these places.

Letter from the Political Agent, Cutch, No. 104, dated 6th August 1889—Stating that until the telegraphic communication to Cutch, under construction be finished, telegrams regarding storm-warning from either Bombay or Simla cannot be delivered at Cutch-Mandvi within 12 hours.

RESOLUTION.—The Government of India should be informed that the proposed storm-warning arrangements for the West Coast meet with the approval of this Government, and that they will be brought into effect from the 15th proximo. The officers concerned should take the necessary measures to work the new system efficiently from that date.

2. The Government of India should be requested to inform the Meteorological Reporter to that Government that the Officer at Karachi to whom the storm-warning telegrams should be forwarded is the Port Officer, Karrachi, and not the Master Attendant, and also to desire that Officer to add Honore in Kanara to the list of ports to be warned, the telegrams being sent *via* Kumta to the Customs Manager.

3. The Political Agent, Cutch, has reported that until the telegraph communication to Cutch is completed, telegrams regarding storm-warnings from either Bombay or Simla cannot be delivered at Cutch-Mandvi within 12 hours. The arrangements regarding the delivery of such telegrams at Veraval, Porbandar and Dwarka will be reported to the Government of India on receipt of the reply of the Political Agent, Kathiawar, on the subject, which should be expedited.

4. The storm-warning arrangements proposed by the Meteorological Reporter to the Government of India should be published in the *Bombay Government Gazette* for general information.

J. DE C. ATKINS,
Acting Under-Secretary to Government.

APPENDIX EE.

LORD REAY'S ADDRESS TO THE MEMBERS OF THE CHAMBER.

H. E. THE GOVERNOR addressed the Members of the Bombay Chamber of Commerce at their rooms in Graham's Buildings on Tuesday 11th April 1889 on questions of finance, commerce and general administration. The following gentlemen were present :—

The Hon. Mr. F. Forbes Adam, C.I.E.
Mr. G. A. Barnett, C.I.E.
„ A. M. Gubbay.
„ M. C. Turner.
„ L. R. W. Forrest.
„ G. Cotton.
„ A. F. Beaufort.
„ J. Greenwood.
„ E. Schoen.
„ G. C. Scaramanga.
„ C. H. B. Forbes.
„ Sorabjee S. Bengali.
Major W. S. S. Bisset, R.E., C.I.E.
Mr. A. Murray.
„ G. W. Roughton.
„ A. K. Leslie.
„ S. D. Sassoon.
„ J. Janni.
„ J. Tintner.
„ J. C. Bergendahl.
„ E. Miller.
„ D. Bain.
„ J. Stiven.
Sir Thomas Thompson.
Mr. W. M. Macdonald.
Mr. W. G. Mayhew.
„ A. McLaggan.
„ Vurjewundass Madowdass.
Sir Jamsetjee Jeejeebhoy.
Mr. Ahmedbhoy Hubibhoy.
„ D. H. Glade.
„ H. Chalmers.
„ W. Greaves.
„ J. Douglas.
„ A. F. Simpson.
„ R. Wehrli.
„ S. Metaxas.
„ A. Abercrombie.
„ J. Black
„ J. Fachiri.
„ J. M. Ryrie.
„ N. S. Glazebrook.
„ D. Morris.
„ H. W. Uloth.
„ A. Marsden.
„ Vizbookandas Atmaram.
„ C. Michaelides.
„ W. A. Bankier.
„ Sorabjee Shapurjee Barucha.
„ H. W. Patrick.
„ John Marshall, Secretary.

The Hon. F. Forbes Adam, Chairman of the Chamber, in opening the proceedings, said :—

Gentlemen,—His Excellency is too well known to you all to require any formal introduction. Nor need I refer to the subject or subjects about which His Excellency proposes to speak to-day. The Chamber has hitherto interchanged views with Government through the dilatory, laborious, and round-about process of official correspondence. We have never before heard from the lips of the head of the Government an account of how our representations have been received and considered. (Hear, hear.) This is both a privilege and a notable occurrence. It may prove an example that will, we hope, sometimes be followed by His Excellency's successors, and it cannot fail to deepen the sense of responsibility if that be possible with which this Chamber offer criticisms or suggestions to Government.

H. E. the Governor, who in rising to address the Chamber, was cordially received, said :—

Mr. Forbes Adam and Gentlemen,—The Chamber has on various occasions been good enough to supply to Government interesting information, and also to make Government acquainted with its views as coming from a body of gentlemen who are connected with one of the most important elements of the prosperity not only of this presidency but of the whole of India. These representations have always been met on the part of Government with feelings of the greatest cordiality. As Mr. Forbes Adam has said our correspondence has not always been of a nature which could be called rapid.

A USEFUL VADE-MECUM.

The text of what I am afraid will prove to be a rather longer discourse than you would like, and longer than I myself should certainly like, will be a very important letter—I may call it a State paper, because it is nothing less than that—in which the Chamber review the whole administration of this Presidency. The letter, which I perused at the time with the greatest interest, and which, ever since I received it, has been to me a kind of *vade-mecum*, a letter which I have often consulted on the various heads on which it dwells, you will allow me to go through before this meeting *seriatim*. The letter is a communication to the Secretary of the Financial Committee made on the 19th June 1886. You began by saying that Government has to make too many reports and publications. Now that is a subject on which I am certainly the last to disagree with you. (Hear, hear.) I can assure you that everything that we could do to curtail the amount of writing which was not necessary to enlighten the public, or which the administration did not require for its own purpose, we have done, and I think, it is all that you could wish on that behalf. Then we come to the question of the salaries of Civil Servants, and the employment of natives. This question being at present under the review of the Secretary of State—I mean the question relating to the employment of natives—I do not think that it will be possible for me at present to dwell on a subject which will very soon be settled definitely by the highest authorities. You then come to a proposal which affects the Governor himself, and in which it is proposed to do away with the Governor. (Laughter.) That is a proposal again, with which I certainly am not competent to deal, though it would not touch me personally, having only one more year of the tenure of my office before me, and the question might, therefore, be treated with perfect impartiality, and I leave you to decide it yourselves sitting as a jury. (Laughter.)

PROVINCIAL CONTRACTS.

With regard to what has been said in the letter about the general administration, the matter assumes a different aspect. You will be interested to know exactly what our financial circumstances have been. We were asked by the Government of India in the financial year 1886-87 to contribute a quota of 20 lakhs. The result of the alterations of the contracts has been that in the year 1887-88, the Supreme Government reduced our income by 25½ lakhs, and though the figures for the year 1888-89 are not yet at my disposal, the figures of 25½ lakhs

will undoubtedly be exceeded, that is to say, that if Government had been allowed to continue on the lines of the old contract, it would have at its disposal at least 51 lakhs in two years. As resulting from the change of contract, and from what I may call intermittent grants-in-aid, the amount in four years comes to 88½ lakhs. That certainly is a figure on which a great deal might be said, but the Chamber will be pleased to hear that it did not in any way seriously cripple the presidency, which showed that the prosperity prevailing in this presidency—a prosperity to which, of course the Chamber contributes its share—is of a very remarkable character.

RETRENCHMENTS AND REFORMS.

At the same time Government had, with a view to meet the future demands of the Government of India—and I know that the Chamber holds with Government that whenever the Government of India requires money for the purposes of defence, or currency, or any other imperial object, we should contribute our share cheerfully—to consider what reductions of expenditure could be made so as to meet those future demands. These reductions have been made very much in the sense of the recommendations of the Chamber, namely, to reduce, as much as possible, such items of establishment as were not absolutely necessary. (Here His Excellency gave a long list of the offices that have been either abolished, amalgamated, or reduced in value. Among the changes mentioned by the Governor was the amalgamation of the appointment of Collector of Bombay, with the collectorship of Customs; the amalgamation of the appointments of Inspector-General of Registration, Stamps and Prisons; further reductions in the Registration Department; reductions in the salaries of Commissioners and the Oriental Translator, Magistrates, Judges of the Small Causes Court, reductions in travelling allowances, and in the judicial establishments in certain districts; in miscellaneous railway expenditure, and the medical department, involving a decrease in the pay of the Sanitary Commissioner; abolition of some district jails, &c.) Proceeding His Excellency said: These annual reductions have rendered the administration not less but more efficient. If I had time I would have shown you how the charges operated in our favour. Now we also received lately an intimation from the Government of India that a contribution of 17½ lakhs might be required. It therefore became necessary to go again into the question of what further reductions could be made. We have now proposed to reduce further the Police Department, not in the town of Bombay, but elsewhere, to the amount of Rs. 43,000. Then there will be further reductions in Government grants to the grant-in-aid dispensaries, with a view to make them as much as possible local institutions which will be supported by local funds. There will also be reductions in various contracts relating to hospitals, and there will be an amalgamation of the Gujerat Vaccination and the Western Gujerat Vaccination Circles. There will also be a reduction under the head of scientific and other minor departments. These reductions will also tend to further set our hands free. They are not very important, but their importance lies in this that when we come to retrench Government grants to dispensaries, then I admit that we have come very nearly within a measurable distance of exhausting further possibilities of retrenchment. (Hear, hear.) The Chamber suggested

two reductions which, however, it would not be in our power to make. One was the reduction of the Survey and Settlement Commissioner. The department at this moment is probably in the most important period of its existence, if we of course eliminate its initial work of laying down its principles, which was certainly of the greatest importance. But at present revision settlements in Gujerat are of the utmost importance. The Chamber proposed that the duties pertaining to the Survey and Settlement Commissioner might well be merged in the duties of the three Revenue Commissioners. Now we have a Settlement Commissioner, who is the depository of traditions in that department. If the department did not work with continuity, if it did not adhere to its traditions, it would operate very seriously and in a mischievous direction in the interest of the ryot. As long as revision settlements are still going on—it will be I believe, four years still—that department must be subject to the care of Mr. Stewart to whom on this occasion I am very glad to pay a warm tribute of respect inasmuch as he himself has so much at heart his own work that he declines to accept any other office under Government, feeling that it is his duty to see that most important work carried through satisfactorily. I may here mention that you have also suggested that the Commissioner of Customs should be one of the victims of retrenchment. Now if the Commissioner of Customs had only to deal with Customs, the question might be a debateable one, but I may bring to your notice that the Commissioner of Customs is also Commissioner of Abkari, Salt, and Opium, and that he has to deal with a revenue which amounts to Rs. 5,20,22,591. Besides,we all know that the question of Abkari is one of the most difficult problems with which Government has to deal. It is a problem on which by and by I should be very glad, if on some future occasion the Chamber finds sufficient leisure, to enlighten Government with its views on the subject. This is a subject on which I have no doubt that many gentlemen here are particularly competent to give Government their views. Besides that department has to deal with Rs. 2,71,29,000, so that I should be very sorry that so important a branch of the administration should not be placed under a very efficient head to control it.

LUXURIES OF GOVERNORS.

We then come to the familiar subject of migration to the hills. It is one on which to-day on the eve of my migration, I am not capable of speaking with any impartiality. (Laughter.) Then comes the question of Government residences. The Chamber is of opinion that large sums of the public money have been squandered to suit the ideas of different Governors on that point. Being placed in strict self-defence, you will, I hope, give the defendant an occasion to justify himself. (Laughter.) Now the only luxuries which I have allowed myself in this respect is the construction of stables at Malabar Point. You will admit that there cannot be much difference of opinion that there should be suitable stables. (Hear, hear.) Then there was an enlargement of Bella Vista at Mahableshwar, because it is important for those guests who come to India in ever increasing number that they should have suitable accommodation provided for them. (Laughter.) It is impossible to put up so many distinguished guests without having suitable accommodation for them, and to me it is a pleasure to entertain them, especially in order that if on their return home

after their three months' tour to India they chanced to write articles in magazines or newspapers, they might not give utterance to crude, or ill-formed impressions. (Laughter and applause.)

PUBLIC ACCOUNTS.

The Chamber proposes that all the different account offices, public works, military, &c., should be concentrated under one head. That, undoubtedly is a suggestion which if it were feasible, I should be only too glad to agree to. It would be undoubtedly extremely useful if one person could be responsible for the whole of the finances. Unfortunately the duties of the three gentlemen, namely, the Accountant-General, the Examiner of Public Works Accounts, and the Controller of Military Accounts, who deal with accounts, are already so manifold, so numerous, that it would be absolutely impracticable to meet your wishes on that point. The Accountant-General is one of the most hard-worked officials in the presidency, the Examiner of Public Works Accounts has also certainly not much leisure, and the Controller of Military Accounts is also an official, whose post I should not like to be abolished, though I know that your wishes on that point would have the hearty support of all the Military authorities. (Hear, hear, and laughter.) But you must allow me to say that any effort to weaken that branch of the administration would be nothing less than disastrous. With my experience of four years, I can say that there are no departments which are so valuable to us not only in criticising the expenditure which has been made—for that is really the last important function of that department—but also in preventing us from incurring expenditure which is unjustifiable. The fact is the Accountant-General, as the administration is now constituted, is not the mere head of a department of audit, but he is really the head of our financial department, that is to say, whenever any financial question arises, the Accountant-General is really the only person who knows exactly how the matter stands at a given moment. It is again, the Accountant-General, the Controller of Military Accounts, and the Examiner of Public Works who are really the persons who know all about leave and allowance rules, which is a standing crux with others. I shall, therefore, ask you to reconsider our opinion on this point, although I say that in so far as it is possible to simplify the proceedings in the Accounts Department, we have done so. Then I come to the Department of Public Works, about which you say that its reorganization would alone afford material for an extensive inquiry by qualified experts. You think that the charges for superintendence of work seem out of all proportion to the actual value of work done, and that under this head a revision with a view to economy is desirable. On that point I can heartily agree with what you say, because your remarks on the subject were the basis of action which I took, and on which, I am afraid, I shall have to enter into rather minute details. The Government of Bombay, I believe, is the only Government who have taken the initiative in looking into the question of the superintendence of the Public Works Department. A very able Indian administrator wrote to me quite recently that he himself had found the Public Works a subject on which it was hopeless to have a policy. That shows how extremely difficult the subject is. (Here his Excellency quoted largely from a Government resolution giving details of the economies and reforms effected in the Public Works

Department.) Quite lately we had a Commission of the Government of India to look into the subject of Accounts and Public Works, and although the members of that Committee were first not at all friendly disposed to this reform, still when they left, we obtained from them the assurance that although it was not just the plan which they intended to recommend to us, still they thought that it was a plan so efficient that they were prepared to allow us to extend it to the whole presidency. These reforms have been carried out after an amount of labour which you would hardly imagine, and they could only have been carried out by means of a perfectly harmonious co-operation of the Accounts Department of the Public Works and the Public Works Secretariat. While on this subject I must give the highest praise both to Major LeBreton and Mr. Hughes, who have worked out all the details themselves, The result of that reform is an immediate savings of Rs. 2,24,000 per annum or prospective savings of Rs. 2,76,000. Now, if you consider that the result of these reforms is that our Public Works establishment is about 24 per cent. of the expenditure, and that in Madras it is 40 per cent., I think that you will regard the result as very satisfactory. (Hear, hear.)

EXPENDITURE ON EDUCATION.

The Chamber has also referred to the question of education. I have made so many educational speeches of late, that I am not going to inflict on you another educational speech to-day, but will only give you what is perhaps the next worst thing—a few figures on the subject. (A laugh.) The public generally think that large reductions have been carried out under the head of education. I think the Chamber would not be wholly averse to a slight reduction in that direction. But the facts are that we have not reduced educational expenditure, but have rather increased it. The figures are as follows, and they are very interesting. In the year 1884-85 the expenditure in round numbers was 12 lakhs, in 1885-86, it was 13 lakhs; in 1886-87, 16 lakhs; in 1887-88, 14 lakhs; in 1888-89, 15 lakhs; and the budget estimates for 1889-90 come to over 16 lakhs. For the present I certainly think that this last figure may be considered as a normal figure. To that must be added certain contributions to local funds which really constitute educational expenditure, but which appear in the budget under another head. The figures in round numbers stand as follows:—In 1884-85 it is Rs. 2,76,000; in 1885-86, Rs. 3,00,000; in 1886-87, Rs. 4,00,000; in 1888-89 Rs. 4,04,000; in 1889-90 Rs. 3,31,000. There is a slight reduction in the last budget figure, which may be accounted for by the decrease in the building grant. I may say that in regard to building contributions, we shall not be as lavish in the future as we have been in the past. I think that in some instances palatial buildings have been erected, but if any one were to think in future of indulging in the luxury of having such buildings, they will not be erected with Government money. (Hear, hear, and laughter.) Now I may say something about the Commissariat. The Chamber gave the Government a hint about the management of the Commissariat Department, and I am happy to say that since the department has been placed under its present head, Colonel Luckhardt we have not found anything unfavorable to remark on its efficieney. I think that if the Chamber were to institute another inquiry it would find that reforms have been carried out in many directions in that

department which would ensure a better control and more economical results. (Hear, hear.)

RAILWAY EXTENSIONS.

Now I wish to say something more about railways, and I am glad to see my friend Major Bisset here. The subject of railway is one on which we have always been in absolute and complete harmony with the Chamber. All the representations that the Chamber has made on behalf of the Rutlam-Godra line have always been heartily supported by Government, but I regret that at present we are just as far advanced with that project as we were four years ago. But we should not rest until that important link in the railway system is established. (Applause.) The railway communication with Sind is at present attracting the attention of Government. While on this subject I think we must give a tribute of respect to H. H. the Gaekwar for what he has done for the extension of railways in his territory, and also to those Kattywar Chiefs who have with great energy, and in some cases, with funds which were not at all a superfluity, have now made Kattywar conspicuous for its railway extension. This is a subject to which I have great pleasure in alluding, because it has been a subject of constant communication between myself and the Chiefs, and I am glad to say that Porebunder since it came under our control has been able to establish the last missing link in the Kattywar system of railways. (Applause.)

TRANSIT DUTIES IN NATIVE STATES.

I now come to a subject which must always be one of great interest and great anxiety to every Government, and that is the question of freedom of trade. In approaching that subject I think that it would not be right on my part to omit to mention the name of John Bright—(Applause)—certainly one of the noblest and finest English statesmen who ever lived, a man whose career was one of sincerity all through, and a man who never did anything except from a noble desire for the welfare of the public both of England and India, of which he always considered himself a representative in the House of Commons. (Applause.) Very soon after I had the honour of being appointed to the office which I now hold, I instituted a minute inquiry into the difficulties which free trade encountered in Native States on account of transit duties, either in express or veiled form. That led to three resolutions issued on the 29th April, 1886, in which we enunciated our policy with regard to these duties, and in which we gave our Political Agents instructions to do all in their power to abolish these hindrances to trade.

His Excellency referred somewhat minutely to the progress of Free Trade principles in Native States. The results of the efforts of Government in this direction being briefly summarized are as follows :—The first of those resolutions deal with certain taxes levied in Kattywar in the name of *Dan* and *Deshdan*. Among Kattywar Chiefs the first example was set by the Jam of Nowanagar who abolished the *Deshden*. He was followed by Junagadh, Dhrangdra, Bhownagar and other States. His Excellency here expressed a wish that the maritime States would be induced to adopt the British tariff in respect of port dues, as Bhownagar had already done. As for Cutch he was sorry to say that he could not give a very good account.

In Cutch the difficulty seemed to be very great of adopting free-trade policy. Then Kolahpore was among the first Maratha States which adopted a free-trade policy. Its example led to an equally satisfactory result in the Southern Maratha country. His Excellency took occasion to state that to secure the abolition or reduction of taxes. in pursuance of the policy of free-trade, the Government had to go through a great deal of more trouble and difficulty than might be supposed from the cursory survey which he had taken of the results of their endeavours. He was happy to say that H. H. the Gaekwar, with whom he had often personally discussed this matter had done what he could to meet the wishes of Government in this direction. With the exception of Cutch, Baria, and Dhurumpore the efforts of Government had met with complete success. The Governor summed up with these remarks on the subject :—" The complete success which has attended the efforts of Government is due to the very great cordiality with which the Chiefs have met our wishes. In most cases they have themselves been convinced that it was for the benefit of themselves and their subjects that the free trade principle should be introduced in their territories. I am also happy to say that our political officers are all free-traders, and they accordingly very cordially carry out that policy, with the exception, I may say, of one hard protectionst, who entertained in the language, of the late Lord Iddesleigh, pious pinions on the subject. (Laughter.) I think we may congratulate urselves, the Native States, and their subjects, that much relief to ade has been given by these measures. (Applause.)

OCTROI DUTIES.

Now I should like to say a few words about one other subject to which, I believe, the Chamber has given a good deal of attention, and which is closely allied to this question, and that is the subject of octroi duties. Of course if we are preaching the doctrine of free-trade to our neighbours in the Native States, it behoves us that we should not ourselves retain octroi duties, which too often become transit duties. I am not going to give you a list of all the octroi duties which have been reduced in the various towns of the presidency, but the principles of which we have acted are these. Octroi must be prevented from degenerating into transit duties by the establishment of a satisfactory refund system. The alternative would, of course, be bonded warehouses. That is a costly affair and it is only a town like Nariad which could afford such a luxury. If we could abolish the octroi altogether, it would be a very desirable thing to do. But the alternative is the house-tax, to which people in the various municipalities have an extreme antipathy. In 1885 a resolution was issued, ordering the Commissioners of Divisions to submit quarterly reports on the measures taken to confine octroi to articles consumed within municipal limits.

FACTORY LEGISLATION.

As I have the honour of being to-day in your midst I think I may say a word upon a subject on which you have lately given your views in an unmistakable manner. I mean the Factory Act. I shall not discuss here that extremely important question. It is an extremely important question for this reason, that it shows how extremely careful we must be in England not to legislate on Indian matters with

out being in possession of all the facts of a case. (Hear, hear, and applause.) That is a danger which in the future may become much greater than it has been in the past, and whenever that danger appears, it is right that we should hoist the danger signal. The Chamber has, as is its wont, given a very clear and definite expression of its views on the subject, and all I need say here to-day is that the opinion of the Chamber is cordially endorsed by the Government, and that we should be very glad to co-operate with you in preventing a legislation which is absolutely uncalled for, and which would, I believe, be as futile as it would be inconvenient. (Applause.) Such legislation would certainly not be favourable to the prosperity of this great town over whose interests you preside with so much concern. (Loud applause.)

VOTE OF THANKS.

The Hon'ble Mr. Forbes Adam, in rising to propose a vote of thanks, said:—

Gentlemen,—I am sure I express the feeling of all present, when I say we are exceedingly obliged to Lord Reay for his most interesting address. To those members who have served on the general committees or special committees during the past years—and there are not many present who have not served in one or other capacity—it must be very gratifying to know that their work has been appreciated during the time of Lord Reay's administration, and that it has proved useful and for the public benefit. (Applause.) And this will be a great encouragement to the Chamber in future to come forward with suggestions, knowing and believing that their time will not be wasted, but that what they put forward and urge will be well weighed and considered. His Excellency has referred to proposals of the Chamber that have been accepted and acted on, and he has referred to others that Government found could not be given effect to. I will not attempt argument. The Chamber may have spoken without full information, which is often difficult to obtain, and it may have been sometimes wrong. I would only point out that what has been told us to-night shows how desirable and important it is that we should hear fully the other side and so arrive at a thorough understanding of the subject and walk together thereafter in amity and peace. (Hear, hear, and applause.) His Excellency has told us that after having given up in the last three years 88½ lakhs to the Government of India over the old contract sum, that Bombay still enjoys financial comfort. This is good news, and speaks well for the management of the finances and the result of endeavours to secure economy. His Excellency has given us interesting particulars of the savings effected in public works. This Chamber has always represented that money spent on communications, railways, and roads could not be grudged. But it has urged that only necessary works should be undertaken and that care should be observed that these works should be carried out at the lowest possible cost consistent with good honest work. We have always pointed to establishments as requiring cutting down. You must have heard with pleasure that this policy is exactly what His Excellency has aimed at, and aimed at with conspicuous success. (Loud applause.) Lord Reay has spoken of transit duties, and the strides made in effecting their removal

in recent years are remarkable. (Applause.) What this Chamber has repeatedly submitted is that the apparent first loss of revenue is eventually fully recouped by succeeding indirect advantages, and the experience of those States which have recently followed the advice of Government seems to bear out the soundness of the doctrine. As for octroi duties His Excellency has told us the principles that have guided his action. We have ever appreciated the difficulty of doing away with them altogether, and the experience in Bombay is that the system of draw backs works so smoothly and with so little friction that no serious inconvenience is felt, and they here never operate as transit duties. But, of course, it is desirable to make an unavoidable evil as small as possible, and in up-country cases what we have asked is that they should fall on as few articles as practicable and these only articles of luxuries, and that efforts should be made to reduce the delay and inconvenience caused by their levy at town gates. What your Excellency has so feelingly and fittingly said about Mr. Bright will find an echo in all our hearts. Himself a man of business, he devoted his life to politics with a rare independence and noble disinterestedness which it would be well for us to strive to imitate. (Applause.) Sir, your important announcement respecting the prospects of factory legislation will be received with pleasure and relief by all those who are truly interested in India's economic welfare and prosperity. (Applause.) Gentlemen, His Excellency good-naturedly twitted us about our views on "the migration to the hills" question. I am not going to modify them; but this I will say and I know I carry you all with me—that we wish His Excellency on the eve of his departure, for—I do not say a holiday—for the work at Mahableshwar is quite as hard as it is here—but for the pleasanter life among the hills a thorough enjoyment of the bracing and invigorating air of the mountains after his hard and continuous and fruitful labours among us. (Loud and continued applause.)

H. E. the Governor in reply said :—

I thank you very cordially that you have given me your consent to have what I cannot call a holiday, but to go to my natural duties which are to look into my papers which are waiting for me at Mahableshwar. I know that my colleagues are expecting me there, and are not at all in a mood to give me a holiday. (Laughter.) It will be very pleasant for me to be able to tell them that you wish me to have a holiday. The fact is that Mr. Forbes Adam has asked a holiday for me as I have often done at schools where I have presided. (Laughter.) I thank you for the patience with which you have listened to a dry, and a purposely dry matter, for you would not care for theories so much as facts. I thank Mr. Forbes Adam very much for what he has said on this occasion. I hope that if you are to have other Scotchmen in the future for your chairman that they will always be Scotchmen of the calibre of Mr. Forbes Adam. (Loud applause.) Whenever I have consulted him on questions of great financial and commercial interests, I have always found him ready with his advice, and that advice has always been extremely valuable. (Loud applause.)

The proceedings then terminated.

APPENDIX FF.

COTTON.

NOTE ON INDIAN COTTON.

Introductory.

In writing this note (or rather summary) it has been thought better, in order not to tire the reader, to limit it to—

(i) a brief account of the early and continued efforts to improve and develope cotton culture and trade;

(ii) area and outturn of cotton;

(iii) trade in cotton;

(iv) experiments with cotton (this might be dealt with under (i), but it has been found more convenient to reserve it to the last);

and to give similar but more detailed information for each Province in an appendix (A).

Indian cotton has attracted notice from an early period.

2. Indian cotton has been a subject of interest for many years, at least half a century. In Bengal cotton cultivation appears to have been at one time in a thriving position, especially in Eastern Bengal with Dacca for a manufacturing centre. The remains of this cultivation are said to still exist in a small way in the country towards Assam, but the staple of former times must have been of greater length and softer in fibre than that of the present day to adapt it to the finely woven goods, for which the Dacca looms were widely celebrated in those days. In the North-Western Provinces and Oudh large cotton farms were in the beginning of the century—when the Company were merchants as well as rulers—established in Bandelkhand at Kalpi and Banda, both to improve the growth of the staple and to buy it up and send to Calcutta. This was before the American cotton had begun to take possession of the market. But the records relating to these early commercial enterprises have almost entirely disappeared. In the Punjab cotton cultivation attracted special attention at least a quarter of a century ago. In Berar the first exportation of cotton is said to have taken place in 1825-26 when a little more than 1,000 cwt. were despatched to Bombay, but it was not till the opening out of the Great Indian Peninsula Railway (about 25 years ago) that the trade here and in the Central Provinces received an impetus. As to the Bombay Presidency, the question of developing its cotton culture and trade was first taken up more than half a century ago, but it was only in 1863 that any energetic or real action was taken in the matter. In that year the "Cotton Frauds Act" (IX of 1863) was passed in order to improve the tone of the trade, but this Act was repealed in 1878, and in 1882 all special legislation on the subject was removed, chiefly

because the merchants then considered that the measure was obstructive to the trade. This "Cotton Frauds Act" appears to have been in operation in Berar also.

3. It should here be mentioned that shortly after the American War (1861—65) special measures were taken in the Central Provinces and Berar in regard to cotton. An appointment of "Cotton Commissioner for the Central Provinces and the Berars" was created in 1866. The circumstances which gave rise to this appointment are stated in the subjoined extracts form a Resolution of the Government of India, No. 3, dated 11th November 1874—

"When in consequence of the American War the United States had temporarily ceased to supply the raw material for the English cotton industry, and it came to be considered in England that it would be well if the attention of merchants and spinners were directed to other quarters, an association was formed in Manchester with the object of fostering and encouraging the production of cotton in various parts of the world, and specially in British Colonies and dependencies. India was considered by the Cotton Supply Association to offer a great field for the development of cotton cultivation, and the Association entered into correspondence with the Secretary of State for India on the subject of the most feasible means of improving the quality and increasing the quantity of the produce. After some desultory and tentative efforts had been made, a Cotton Commissioner was appointed in Bombay, and in 1866 the Secretary of State, in a letter to the Government of India, suggested that 'the appointment of an officer possessing powers and exercising duties similar to those held by Dr. Forbes (the Cotton Commissioner) in the Bombay Presidency, but whose attention should be directed to Berar and other cotton-producing tracts of Cenral India, might be productive of much advantage.'

"Thereupon, after consultation with the Chief Commissioner of the Central Provinces, the Government of India gave effect to the Secretary of State's suggestions in a Resolution of the 30th July 1866, and sanctioned the appointment of the Cotton Commissioner for the Central Provinces and Berar, the great cotton-producing centres in the Provinces administered by the Government of India. To this office Mr. Rivett-Carnac was appointed."

4. The attention of the Cotton Commissioner was at first confined to the cotton tracts in the Purna valley of the Berars and to the Nagpore Division of the Central Provinces in which the best Omrawuttee and Hinganghat cottons are grown, but by degrees his duties were extended to other parts of India, the designation of the appointment being in consideration of this enlarged sphere altered in December 1871 from "Cotton Commissioner for the Central Provinces and Berars" to "Commissioner of Cotton and Commerce with the Government of India." In November 1874 the appointment was abolished. The appointment when first consituted was useful; it was created at an opportune moment and was not costly. But it gradually became a source of considerable expense disproportionate to the duties of the office which contracted considerably as the cotton trade found its normal level after the excitement caused by the failure of the supply from America had passed away. During this period

(1866—74) several farms, which were indifferently called cotton, experimental or model farms, were established in suitable parts of the country and placed in charge of gardeners sent out from England. In 1873 they were transferred from the control of the Cotton Commissioner to Provincial Governments; their number has since been greatly reduced, and those remaining were placed under the control of the Directors of Land Records and Agriculture in the various Provinces as soon as these appointments were created. The Directors' annual reports show that the subject of improving and developing cotton production is still receiving considerable attention.

5. The prominent attention given to this staple is not to be wondered at, considering the fact that it is the chief article of export from India, as will be seen from the average values given on the margin for the most important commodities leaving India.

	Crores.
Cotton	13·59
Opium	11·09
Oil-seeds... ...	9·16
Rice	8·40
Wheat	7·57

6. The best cotton and the largest area is to be found in the great basaltic formation called the Deccan trap, which occupies a third of the peninsula towards the north-west, or, roughly speaking, the triangular tract lying between Cutch, Jubbulpore, and Goa. This tract embraces portions of Central India, the Central Provinces, Berar, the Nizam's Dominions and Bombay, including the Native States of Kathiawar and Cutch. Inferior cotton is grown in Northern India and Bengal. The following table, showing for three years for the more important cotton-producing Provinces the percentage of the area under cotton to the total cropped area, indicates the extent to which the plant is grown in each. The percentages have been worked out on the areas given in Form B of the returns of Agricultural Statistics for British India:—

Distribution.

Year.	Madras.	Bombay.	North-Western Provinces.	Oudh.	Punjab.	Central Provinces.	Berar.
1884-85	6·2	8·3	7·2	1·0	3·5	4·3	30·2
1885-86	6·0	8·7	6·3	0·8	5·0	4·5	28·1
1886-87	6·4	11·0	7·0	1·0	5·9	4·9	32·0

In this table Berar comes first with the high percentage (average) of 30, and Bombay follows with a little over 9 per cent. In Bombay, the Punjab, and the Central Provinces the percentage has been increasing gradually. As regards the Central Provinces, these figures do not support the assertion made by the local officers that the cultivation here is diminishing. In Berar the percentage of 1886-87 has risen as compared with that in each of the two preceding years: in this Province the acreage decreased steadily during the four years 1882-83 to 1885-86. A reference to the cotton map prepared in 1886 for the

Colonial and Indian Exhibition will show more clearly where cotton is most extensively grown. Copies of this map are to be had at the Surveyor General's Office, Calcutta.

Area and Outturn.

7. The subjoined table professes to exhibit the normal area and outturn of cotton :—

Province or Presidency.	Area.	Outturn (clean cotton.)	Outturn per acre (clean cotton.)	Exportable surplus of local produce (clean cotton.)	Average net exports.	Percentage of column 6 to column 5.
1	2	3	4	5	6	7
	Acres.	Cwt.	lb.	Cwt.	Cwt.	
Bombay	2,571,000	1,146,000	50			
Sindh	70,000	95,000	152	908,000	1,796,000	42
Native States in Bombay & Sindh.	2,442,000	1,118,000	51			
Berar	2,033,000	658,000	36	603,000	928,000	92
North-Western Provinces and Oudh	1,673,000	946,000	63	646,000	847,000	68
Madras	1,661,000	547,000	37	382,000	495,500	70
Nizam's Dominions	1,016,000	307,000	34	176,000	300,000	57
Punjab	889,000	743,000	94	145,000	179,000	20
Central Provinces	627,000	237,000	42	144,500	90,000	61
Rajputana	536,000	633,000	132	451,000	620,000	59
Central India	295,000	134,000	51			
Bengal	*162,000	*139,000	96	.....	.....	...
Assam	39,800	53,000	149	20,000	7,000	38
Other Provinces	37,000	19,000	66	.....	.....	...
Total	14,051,800	6,775,000	54	3,565,500	5,262,500	53

8. The above table shows cotton to occupy in India on an average 14 million acres, and this area it is believed is approximately correct. As regards outturn, it is difficult to say whether that given, *viz.*, 6¾ million cwt. of cleaned cotton, represents a fair estimate, but the probabilities appear to be that 8½ instead of 6¾ millions of cwt. would be nearer the truth. The former quantity has been arrived at by adding to the latter the difference between columns 5 and 6 in the above table. Judging from the outturn per acre, it would appear that a higher average than half a hundredweight cannot be taken for the whole of India, though the variations in this respect in the case of each Province are somewhat startling, the rates ranging from 34 to 152lb per acre. For Assam a rate of 149lb. is given, and this has been found by frequent experiments to be fairly correct. The 152lb. shown against Sindh are not the result of any such special testing. In America the average rate per acre was 160 lb. in 1884 and 174 lb. in

* Approximate only.

1885; in the former year the rates ranged from 92lb. to 257lb., and in the latter year from 131lb. to 235lb. per acre: large outturns in that country are to be expected considering the fact that cotton is there reared under more scientific methods.

Consumption.

9. We have no recent *complete* information about the quantity consumed in India. Mr. Rivett-Carnac in his Cotton Report for 1868-69 (page 144) estimated it at 600,000 bales or $2\frac{1}{10}$ million cwt. (a bale being equal to $3\frac{1}{2}$ cwt.), the rate per head of population being 9 lb. The consumption has without doubt increased during the last twenty years.

10. In the "Statistical Tables" published this year by the Department of Finance and Commerce the consumption is given for some Provinces, but the figures are not considered trustworthy. The average consumption has, however, been worked out from these tables, and the result is given below for what it is worth :—

		Madras.	Bombay.	Punjab.	Berar.	Central Provinces.
Average Consumption.	Total... ... ...Cwt.	165,000	1,361,000	598,000	55,000	92,500
	Per head of population ... ... lb.	·6	6·5	2·9	2·3	·9

		Assam.	Nizam's Dominions.	Central India.*	Rajputana.*	TOTAL.
Average Consumption.	Total ... ...Cwt.	33,000	131,000	61,000	255,000	2,751,500
	Per head of population ... ... lb.	·8	1·4	·7	2·8	2·2

To the above estimate must, however, be added that for the remaining Provinces which is roughly estimated to be 775,000 cwt., *viz* :—

		Bengal.	North-Western Provinces and Oudh.	Other Provinces.	TOTAL.
Average consumption.	Total ...Cwt.	450,000	300,000	25,000	775,000
	Per head of population. lb.	·7	·7	·4	·7

* The figures given against these States are for 1886-87 only, earlier statistics not being available.

11. In the North-Western Provinces and Oudh the local consumption is estimated in the provincial cotton forecasts at 300,000 cwt. or at ¾lb. per head of population. The same rate may be applied to Bengal. Judging from the figures given on the margin, the consumption in this Province would appear to be 461,000† cwt. The consumption in Calcutta alone is apparently about 282,000 cwt. (*vide* paragraph 7, page 31 of Appendix A).

	Cwt.
† Average imports	815,000
Do. outturn	139,000
TOTAL	954,000
Average exports	493,000
Do. consumption	461,000

12. According to the above figures the consumption in India seems to be a little over three and a half million cwt. or 1½lb. per head of population. Some of the estimates given in the "Statistical Tables" appear to have been pitched too high. For instance the Punjab, whose population is about half that of thg North-Western Provinces and Oudh, consumes as much as 598,000 cwt., while the latter Provinces consume 300,000 cwt. only, the consumption per head of population being 3lb. and ¾lb. respectively. It is also not apparent why the consumption in Berar should be 2·3lb per head of population against ·9lb. only in the Central Provinces. Again, Rajputana, with a population of 10 million souls, is shown as consuming 255,000 cwt., while Central India, with a population of 9 million souls, is credited with 61,000 cwt. only, the rate of consumption per head of population being 2¾ lb. and ¾ lb. respectively. In Bombay the rate 6½ lb. is the highest, but this must be expected considering the large consumption in the cotton mills of the Presidency. In fact the total consumption for this Presidency *viz.*; 1⅓ million cwt., has apparently been put too low as the cotton mills here take on an average over 1½ million cwt.

13. The mills in India are shown as consuming on an average a little over 2 million cwt. between them. The details are:—

Bombay. Cwt.	Bengl.	Madras.	Central Provinces.	N.-W. Provinces	Nizam's Territory.	Central India.	Mysore.	TOTAL.
1,546,000	217,000	100,000	59,000,	40,000	21,000	9,000	3,000	2,025,000

Yerly surplus available for shipment.

14. In the absence of better data, there seems no alternative but to accept, for the present at any rate, as the total consumption in India, the quantity worked out in the manner just described, *viz.*, 3½ million cwt. The total outturn as corrected in paragraph 8 *supra* is estimated at 8½ million cwt. Deducting from this the probable consumption 3½ million cwt., there remain 5 million cwt. available for export. The exports from India by sea to foreign countries during the five years ending with 1886-87 have averaged 5⅓ million cwt.

Apparent anomalies in statement of outturn and exports require explanation.

15. It will be seen from columns 3 and 6 of table appended to paragraph 7 that in Berar the average net export exceeds the outturn. The apparent explanation of this anomaly is that either the yield, which represents *cleaned* cotton, has been under-estimated, or that the exports include a large proportion of *uncleaned* cotton. The figures in column 6 also exceed, with few exceptions, those in column 5: the exportable surplus exhibited in the latter column is for *cleaned* cotton only.

16. It should be explained here that the average area and outturn entered in the table appended to paragraph 7 are, with a few exceptions, for the five years ending 1885-86, and that they are based on figures which have been taken from the "Statistical Tables" published by the Department of the Finance and Commerce, and which have been extracted in Appendix B. These figures have been accepted as they are more complete than those to be found elsewhere. The forecasts furnished to the Revenue and Agricultural Department contain later information (*i.e.*, for 1886-87 and 1887-88), though not so complete. The statistics in the latter have been tabulated below, the figures for 1885-86 being added for comparative purposes :—

Normal area and outturn how arrived at.

More recent statistics of area and outturn.

Provinces.	1885-86.		1886-87.		1887-88.	
	Area.	Outturn.	Area.	Outturn.	Area.	Outturn.
	Acres.	Cwt.	Acres.	Cwt.	Acres.	Cwt.
Bombay and Sindh, including Native States..	4,925,000	2,900,000	5,512,500	3,035,200	5,574,000	2,791,600
Berar	1,846,500	576,700	2,068,000	*664,700	2,037,000	*654,700
North-Western Provinces and Oudh	1,659,400	790,000	1,885,500	900,000	1,472,000	630,000
Madras	1,605,200	529,000	1,487,200	†531,100	§...	§...
Punjab	1,035,600	834,000	1,093,400	834,000	644,500	437,300
Central Provinces	596,400	287,200	671,200	‡251,700	585,100	‡219,400

17. The year 1886-87 was favourable to cotton cultivation. The reverse was the case in 1887-88, especially in the Punjab where the decrease in acreage was more than 40 per cent. But on the whole the cotton season of these two years seems to have been better than that of the three preceding years which proved very unfavourable to cotton. This year (1888-89) a worse crop than even that of 1887-88 is expected in the Punjab owing chiefly to a deficient rainfall. A good crop is anticipated in the Central Provinces. No reports have been received from other Provinces. According to the latest reports (8th September 1888) of the Chambers of Commerce, the new crops towards Bombay, excepting Guzerat Circle, were doing well generally, but those in Upper India and Bengal were not so favourable.

Seasons 1886-87 to 1888-89.

18. It will be seen from the remarks recorded in Appendix A under each Province that the area under cotton has apparently been increasing during the last ten years in all Provinces except Berar and the Central Provinces where cotton is, it is stated, being displaced by wheat and linseed. For the

Extension of area under cotton and increasing outturn.

* Arrived at by applying the normal yield per acre (36 lb).
† Ditto ditto ditto (40 lb).
‡ Ditto ditto ditto (42 lb).
§ Not ascertainable from forecasts.

reasons given in paragraph 6 the statement, so far as the Central Provinces are concerned, seems somewhat doubtful. An increase in cultivation and outturn must be expected considering the fact that in many Provinces cotton, like sugarcane, is a rent-crop, and also the fact that the cotton manufacturing industry is developing in India, especially in the Bombay town which now retains a much larger proportion of the cotton which it receives, the apparent result being, as will be shown further on, that the exports of the raw material from this town beyond the seas are diminishing gradually. The quantities worked up in the mills have been steadily increasing as will be seen from the figures for the three years given below :—

	Bombay.	Bengal.	Madras.	Central Provinces.	North-Western Provinces and Oudh.
	*Cwt.	*Cwt.	*Cwt.	*Cwt.	*Cwt.
1887	1,800	262	116	75	53
1886	1,596	254	99	59	47
1885	1,243	226	85	44	20

Indian growths, where grown, when sown, picked and shipped, &c.

19. The following are the principal Indian growths of cotton which are known to the trade :—

Principal growth.	Where grown.	Shipped from.
Dholleras	Kathiawar	Bombay.
Bhownuggers	Ditto	Ditto.
Broach	Broach and Surat	Ditto.
Bengals	North-Western Provinces, Oudh and Punjab.	Bombay and Calcutta.
Ditto	Rajputana and Central India	Bombay.
Hinganghat	Central Provinces	Ditto.
Omrawuttee	Berar	Ditto.
Ditto	Khandesh	Ditto.
Ditto	Barsee and Ahmednagar	Ditto.
Comptas Dharwars	Dharwar, Bijapur, Belgaum, &c.	Ditto.
Sindh	Sindh	Ditto.
Westerns	Bellary, &c., Hyderabad, Sholapur, &c.	Bombay and Madras.
Northerns	Cuddapah	Madras
Salems or Coimbatores.	Salem, Coimbatore and Arcot	Ditto.
Cocanadas	Kistna District	Cocanada.
Tinnevellys	Tinnevelly	Tuticorin.

Except in Madras (where it is planted at the beginning of the north-east monsoon rains in October) cotton is sown in, say, June but the date of flowering, picking, and first receipt at port of shipment varies from October to November in the case of North-Western Provinces and Punjab "Bengals," and to May-June in that of "Dharwars" and "Comptas."

20. The above information was very courteously furnished to the Government of India by the Bombay Chamber of Commerce, who

* 000 omitted.

also supplied the following statement giving further details as to the time of sowing, &c. :—

Description of Cotton.	Date of preparation of land.	Date of sowing.	Date of flowering.	Date of commencement of picking.	Date of first receipt of new cotton at ports of shipment.
Broach	June ...	Jun-Jul...	Oct.-Nov.	January ...	February.
Hinganghat ...	,,	,,	August...	October ...	November.
Omrawuttee ...	,,	,,	,,	Oct.-Nov....	Nov.-Dec.
Julgaon	,,	,,	,,	,, ,,	,, ,,
Dholleras ...	Late Jun.	July ...	Sep.-Oct.	Jan.-Feb....	March.
Bengals	May-Jun.	Jly-Aug .	Sept. ...	Oct.-Nov....	Nov.-Dec.
Dharwars (S. G.)	August ..	August...	Dec. ...	Feb.-March	April-May.
Comptas	,,	,,	,,	,, ,,	,, ,,
Westerns... ...	Jun-July	Aug-Sep.	Jan.-Feb.	April ,, ...	May-June.
Bhownuggers ...	Late Jun.	July ...	Sep.-Oct.	January ...	February.

Generally speaking, the shipping season, which by mercantile usage closes on the 30th June of each year, is virtually at an end with the setting-in of the rains. But in Madras the season only commences when that for the rest of India is closing, the bulk of the Madras crops being sown on the setting-in of the noth-east monsoon, whereas the rest of India depends on the sonth-west monsoon rains for sowing cotton.

The following table, which shows (1) the percentages of the imports in each quarter to the total imports into the maritime Provinces, and (2) similar percencages for the exports from each Province, gives a fair idea as to the periods when most of the produce leaves the Provinces and arrives at the seaport towns. These percentages are based on three years' figures, *viz.*, 1885-86 to 1887-88 :—

Provinces.	Percentage of Imports in quarter ending				Percentage of Exports in quarter ending				Remarks.
	31st March.	30th June.	30th September.	31st December.	31st March.	30th June.	30th September.	31st December.	
Madras	8	32	43	17	5	46	35	14	These exports refer to local produce sent to the seaports either for shipment or local consumption.
Bombay	54	26	3	17	34	54	5	7	
Sindh	54	26	4	16	50	38	4	8	
Bengal	43	20	5	32	31	37	19	13	
North-Western Provinces and Oudh.	...	...	...	...	47	14	4	35	
Punjab	...	...	...	...	52	27	3	18	
Central Provinces..	...	...	...	...	49	18	2	31	
Berar...	...	...	...	...	60	25	1	14	
Assam	...	...	...	...	61	18	12	9	
Rajputana and Central India ...	...	..	...	...	49	39	5	7	

21. As with all crops, it is difficult to determine the cost of cultivation of cotton. The details given by some of the Provinces will be found below; they vary considerably:—

Cost of cultivation.

	Madras.	Bombay.	North-Western Provinces and Oudh.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Seed	0 8 0	0 4 0	0 2 0
Ploughing ... }	2 0 0	5 4 0	3 0 0
Sowing ... ... }			0 13 0
Clod-crushing ...	...		0 4 0
Weeding	1 8 0		3 0 0
Picking	1 8 0		4 0 0
Cleaning	...		1 14 0
Total...	5 8 0	5 8 0	13 1 0
Manure	...	Seldom used	3 0 0
Rent...	1 4 0	2 0 0	6 8 0
GRAND TOTAL...	6 12 0	7 8 0	22 9 0

In the Punjab the cost in the case of cultivation on land which is unirrigated, but manured, is said to range from Rs. 6-10-9 to Rs. 25-15-6 per acre. In Berar the cost is put down at from Rs. 13 to Rs. 15.

22. The trade in cotton, internal and external, will now be dealt with. As regards the internal trade, the total quantity carried by rail and river in 1886-87, from one Province to another was 6½ million cwt., valued at nearly 15 crores. The trade is, practically speaking, confined to the despatch of cotton from the various Provinces to the sea-ports (Bombay, Kurrachee, Madras, and Calcutta), whence the greater portion is re-exported beyond the seas. In exports the contributors were—

Trade.
Internal Trade.

	Net Exports. Cwt.		Net Exports. Cwt.
Bombay with Berar	2,039,000	Madras...	401,600
North-Western Provinces and Oudh ...	1,213,000	Punjab	324,500
Rajputana and Central India	1,097,400	Centeral Provinces...	152,200
	670,400	Sindh	127,600
		Nizam's Territory ...	77,900
		Assam...	20,200

Nearly the whole of the cotton despatched from the Bombay Presidency, Berar, Rajputana, and Central India, and the Central Provinces is absorbed by Bombay town. The exports from the North-Western Provinces and Oudh are principally for Calcutta and Bombay town, Calcutta taking much the larger share. The Punjab supplies in about equal proportions Bombay town, Calcutta, and Karachi. The exports from the Nizam's Territory are divided between Bombay and Madras towns. The consignments from Sindh are virtually for Karachi, those from Madras for Madras town, and those from Assam for Calcutta. Appendix O shows for the three years ending with 1886-87 (1) the arrivals at the chief sea-ports and in Lower Burma by rail, road, river and coast: and (2) the sources of supply. The percentage of the total imports taken by the sea-ports and Lower Burma are as follows:—

Bombay.	Calcutta.	Madras.	Karachi.	Lower Burma.
78	12	5	4	1

23. The figures given below show that the flow of cotton from the North-Western Provinces and Oudh, Central Provinces, Berar, and Rajputana and Central India to the sea-ports increased considerably during the three years for which figures are given.

	1884-85. Cwt.	1885-86. Cwt.	1886-87. Cwt.
North-Western Provinces and Oudh ...	475,000	678,700	1,115,800
Centeral Provinces	15,400	53,700	67,900
Berar	558,700	871,900	1,211,400
Rajputana and Central India	321,200	349,300	593,400

There was also a large increase in the exports from Madras, Sindh, and the Punjab in 1886-87 as compared with those for 1885-86. The statistics of these Provinces for 1884-85 are not complete.

24. The trade by land with countries bordering on the frontier, *viz.*, Kabul, Kashmir, Nepal, &c., is insignificant, the total imports and exports hardly exceeding 15,000 cwt.

External Trade.

25. The imports of cotton into India by sea are small, being on an average less than 50,000 cwt, most of which is supplied by Persia, Mekran, and Sonmiani for the Bombay Cotton Mills. This cotton is mixed with Indian cotton before it is used for spinning purposes.

26. The exports by sea of cotton, which is the most important article of produce shipped from India, have always been subject to great variations. During the American War of Secession (1861-65), the exports by sea reached an abnormally high figure. The exports during this period are given below in millions of cwt. and crores of rupees.

	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.
Cwt....	3·5	4·2	4·9	4·7	7·1
Rupees	10·2	18·7	35·8	37·5	35·5

In 1866-67 the value fell to 16¼ crores and the quantity to 3·8 million cwt.: the quantity exported in 1865-66, *viz.*, 7·1 million cwt., has since been exceeded once and that was in 1871-72 when 7¼ million cwt. were exported, but the value was only 21·2 crores. The following table exhibits the exports during the four quinquennial periods ending with 1886-87 :—

	Quantity. Cwt.	Value. Rs.
I. 1867-68 ...	5,482,643	20,09,25 698
1868-69 ...	6,228,846	20,14,98,248
1869-70 ...	4,953,879	19,07,91 383
1870-71 ...	5,157,149	19,46,08,988
1871-72 ...	7,225,411	21,27,24,297
Average.	5,809,586	20,01,C9,723
II. 1872-73 ...	4,412,629	14,02,21,082
1873-74 ...	4,499,698	13,21,22,409
1874-75 ...	5,600,086	15,25,73 416
1875-76 ...	5,009,788	13,27,89,635
1876-77 ...	4,557,914	11,74,61,836
Average.	4,816,023	13,50,33,676
III. 1877-78 ...	3,459,077	9,38 35,340
1878-79 ...	2,966,060	7,91,30,458
1879-80 ...	3,948,476	11,14,54,528
1880-81 ...	4,541.539	13,24 17,341
1881-82 ...	5,627,453	14,93 59,595
Average.	4,108,521	11,32,39,452
IV. 1882-83 ...	6,168,278	16,04 90,174
1883-84 ...	5,979,494	14,38,37,278
1884-85 ...	5,066,057	13,28 63,673
1885-86 ...	4,189,718	10.77 72,041
1886-87 ...	5,432,648	13,46,84,294
Average.	5,367,239	13,59,29.492

The trade diminished considerably during the second and third periods, but recovered itself in the fourth or last period, though the

quantity for the latter period was 7·6 per cent. below that of the first period, the value showing greater falling off, *viz.*, 32 per cent.

27. It will be seen from Appendix D that the average exports during the five years ending with 1886-87 were 5¼ million cwt., valued at 13½ crores of rupees. Of these exports Bombay engrossed 77, Madras and Bengal 10 each, Sindh 2, and Burma 1 per cent. In Bombay the exports declined from 4⅘ million cwt. in 1882-83 to 4½ million cwt. 1883-84, and in the two subsequent years there was a further falling off, 3⅘ million cwt. being returned for 1885-86. The cause of this diminution is attributed by the Collector of Customs to the poor crop of 1883-84 in consequence of drought and unseasonable rains in almost every district of the Bombay Presidency. The season of 1884-85 was also unfavourable. In 1886-87 the exports rose to 3⅞ million cwt. The season of 1886-87 was on the whole fair, but the exports in 1887-88 did not increase materially, being only 11,000 cwt. above those of the preceding year. Judging from the figures given below, it would appear that a larger proportion of the crop is now being retained in Bombay town owing to the development of the cotton-manufacturing industry there :—

	1884-85. Cwt.	1885-86. Cwt.	1886-87. Cwt.
Imports by all routes	4,983,800	4,499,000	5,827,800
Exports by sea and coast	4,193,561	3,390,829	4,026,583
Excess of imports over exports ...	790,239	1,108,171	1,801,217

The cotton comprised in these *net* imports is after being converted into manufactures (*i.e.*, yarns and piece-goods), exported to other places in India and to a much larger extent to Foreign Countries. The total exports from India by sea of twist and yarn have increased from nearly two crores in 1883-84 to four crores in 1887-88, and those of piece-goods and other manufactures from Rs. 92¾ lakhs to Rs. 115 lakhs during the same period. Bombay virtually engrosses this trade. The markets in China and Japan are absorbing increasing quantities of Bombay made yarn.

28. The largest shipments are to the United Kingdom which takes about 42 per cent. of the exports. Italy comes next with 15 per cent. The following table shows the share taken by each country in these shipments during the five years ending with 1886-87 :—

Whither Exported.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	Average.
United Kingdom ...	46·4	45·1	42·1	34·2	37·6	41·6
Italy	15·2	14·7	14·6	19·1	14·8	15·5
Austria	12·4	10·0	11·3	12·0	13·9	11·9
France	9·5	11·2	11.4	11·3	11·6	10·9
Belgium	5·4	7·6	10·5	14·8	13·9	10.1
China	5·9	5·2	4·6	4·9	2·3	4·6
Germany	1·9	2·2	1·7	·4	2·5	1·8
Other countries ...	3·2	3·8	3·6	3·2	3·3	3·4

The supplies to the United Kingdom have been decreasing during the period for which figures are given, while those to Austria and Belgium have shown a tendency to increase owing probably to these countries drawing supplies more freely direct from India instead of through the United Kingdom. Since the opening of the Suez Canal

and the opportunities thereby given for direct shipment to the Continent, England has steadily lost her position as the depôt from which the rest of Europe draws its requirements of Indian cotton. She has also recently received less from India owing to the contraction of the shipments. Part of the cotton sent to Italy is, it appears, destined ultimately for transport to South Germany, but the greater part is worked up in the cotton mills at Lombardy and elsewhere in Italy. A part of this cotton comes back to us from Italy in the shape of Turkey red twist (page 14, Sea-borne Trade Review, 1877-78).

The following extract taken from the Review of the Department of Finance and Commerce on the Sea-borne Trade Returns for 1874-75 will be found interesting as explaining why continental Europe takes a larger share of Indian cotton than England :—

"In continental Europe Indian cotton is regarded with more favour than in the English-manufacturing districts. English machinery was originally adapted to the treatment of cotton of longer staple than the Indian fibre, and as long as manufacturers can obtain a supply sufficient for their purposes of the longer-stapled American, Egyptian, or Brazillian cotton (of which not more than 9 or 10 per cent. of the imports into England are re-exported), the Indian fibre is regarded with disfavour. In some cases, indeed, cotton operatives have refused to work with Indian cotton as being too troublesome to manage. This is not the case on the Continent, where mills exist possessing machinery specially adapted to the treatment of short-stapled cotton, and in these quarters there seems to be a growing demand for our staple. While more than half the cotton sent from India to England is again shipped off to the Continent, an increasing direct trade between India and the States of Continental Europe is becoming manifest."

China is stated to be importing less cotton recently because the Chinese, instead of manufacturing yarn themselves, prefer to buy it ready manufactured from the Bombay mills.

29. More than 50 per cent. of the Indian cotton sent to the United Kingdom eventually goes to the Continent now. As will be seen from the subjoined table shewing the imports into the United Kingdom during the five years ending with 1887, England consumes at least four times as much American as East Indian cotton :—

	1883.		1884.		1885.		1886.		1887.	
	Cwt.	P.C.	Cwt.	P.C.	Cwt.	P.C.	Cwt.	P.C.	Cwt.	P.C.
United States ..	10,986,539	72	10,755,184	70	9,270.064	75	11,449,445	75	11,170,160	70
Brazil	433,874	3	352,696	2	322,213	2	271.379	2	615,325	4
Egypt	1,495,641	9	1,562,753	10	1,550,723	12	1,491,088	10	1,542,755	10
British East Indies..	2,324,952	15	2,689,170	17	1,295,187	10	1,829,998	12	2,469,567	15
Other countries ...	126,868	1	146,048	1	147,822	1	145,389	1	105,304	1
TOTAL....	15,367,874	...	15,505,851	...	12,586,009	...	15,187,299	...	15,903,117	...

Of the quantity imported by far the largest part is American, then comes East Indian, then Egyptian, and lastly Brazilian.

30. The average prices per cwt. of cotton exported from each Province are given for five years in the following statement, the figures in which have been extracted from the "Statistical Tables for British India":—

Prices of Cotton.

Provinces.	Average prices per cwt. of Cotton exported from each Province.				
	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
Madras	24 5	25 0	23 1	24 8	25 5
Bombay and Sindh	26 11	25 1	24 5(*b*)	25 6(*b*)	25 15(*b*)
Do. Native States	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)
Bengal	26 5(*b*)	25 1(*b*)	23 14	23 13(*b*)	23 15(*b*)
North-Western Provinces ...	20 7	18 8	18 13½	20 10¾	21 12
Oudh...	21 9	19 3	19 6½	21 11¾	22 15
Punjab	18 3(*c*)	16 13	16 12¾	18 3	19 9½
Central Provinces	22 15	21 12	21 0	18 8	23 0
Hyderabad Assigned District.	23 12	21 13	21 13	23 0	22 0(*d*)
Nizam's Dominions	10 5	10 7	11 10	15 11	18 6
Mysore	23 5	20 9	20 4	22 9	22 7
Lower Burma	18 5	18 13	21 5	22 7	23 0
Assam	8 6(*c*)	6 2(*c*)	25 15	25 14	26 13
Central India	...	...	...	...	17 6
Rajputana...	...	...	...	...	16 10
Total.....	...	...	...	...	22 1¼

31. *Exotic Seed.*—Detailed accounts of the experiments with exotic cotton seeds in the various Provinces will be found in Appendix A. Excepting parts of Bombay where it is said the valuable staple acclimatized from American seed is well established, the success attained has been limited and not general, the people not having as a rule taken kindly to the finer and long-stapled fibres of American and tropical varieties; and, perhaps this is not to be wondered at considering the fact that there has always been a good demand for the indigenous varieties

Experiment.

(*a*) No information available.
(*b*) Estimated by dividing the total value of exports by the total quantity exported.
(*c*) These are the prices of uncleaned cotton.
(*d*) This is the average of the rates obtaining in the Amraoti and Khamgaon markets.

which, though too rough and short to popularize it with the manufacturers in England, is sufficiently good for the coarser gins and looms of Indian mills, as also for the mills in continental Europe where it is in demand for coarse tissues. Moreover, the cultivation of the indigenous cotton gives the ryot less trouble and ensures him a good return in the long run. The long staples are almost useless to the coarser machinery of Indian mills. Mr. Rivett-Carnac, when Cotton Commissioner for the Central Provinces and the Berars, expressed his opinion that, instead of pressing the cultivation of foreign varieties on the ryot, it would perhaps be better to induce them to produce indigenous cotton of a better staple by selection of indigenous seed and improved treatment; and his opinion appears to have been subsequently confirmed by those officers who have taken an interest in the subject.

32. American varieties are reported to grow well in the Central Provinces and the Berars, and the local officers are desirous of its success in order to eradicate the very inferior cotton called Jari or Vilayati Khandesh in those Provinces and Varadi or Berari in Khandesh (Bombay), the cultivation of which is said to be extending rapidly. This cotton is largely mixed with superior qualities, the result being, it is said, that the cotton of Central and Western India is fast losing the high reputation which it has hitherto held. All efforts to stamp out "Khandeshi" have proved futile. Encouragement is given to its growth; the price is good; the climate is suitable; the people prefer it and are allowed to grow it, and, what is more, they find that it suits the degenerated demand of the trade, and that the mixture for which it is used is recognised by the trade.

33. Frequent suggestions have been made to Government to prevent this reckless adulteration by adopting repressive measures and reviving the "Cotton Frauds Act" which was in operation in Bombay and Berar from 1863 to 1882. It is said that many regret the abolition of this Act and consider that it might well have been left in force, though perhaps less stringent in application. The decision of Government on these suggestions was that no legislative steps to stop the supply of a commodity which is grown to meet a demand by consumers can be taken. For further details on this subject the accounts under Bombay and Berar in the Appendix should be consulted. There seems no doubt that this conclusion is right. So long as there is a demand at profitable rates, the cultivators will continue to grow this inferior cotton until they learn from experience that they have made a mistake.

34. Meanwhile the Director of Land Records and Agriculture, Bombay, is, it will be seen, doing all he can, in concert, with the Chamber of Commerce and the Cotton Trade Association, Bombay, to stop the growth of the evil.

35. It has already been mentioned that acclimatized American seed has succeeded well in parts of Bombay. The Director of Land Records and Agriculture is endeavouring to extend its cultivation, and his efforts so far appear to have met with success, especially in those places which are on or near the coast or which possess close and easy communication with the sea-ports for disposing of this class of produce.

36. Some mention should here be made of the trials with Nankin cotton. In 1884 the Government of India distributed seed to test the suitability of the Nankin or Khaki-coloured cotton for soldiers' summer clothing in place of dyed cloth, and guaranteed to buy the produce at a certain rate. Last year the special encouragement of this variety was withdrawn as it was not procurable insufficient and regular quantities and the permanency and uniformity of the colour of the cloth could not be relied on. The material also was not approved. The trials proved that Nankin cotton can be grown well in certain localities. In some places it has been cultivated with favourable results for some time and woven successfully. But at present there is, beyond military requirements, little or no demand for such cotton. The Chamber of Commerce and the Director of Land Records and Agriculture, Bombay, are opposed to its growth in places other than those where it is indigenous as its introduction elsewhere is likely to lead to deterioration owing to the tendency of Nankin cotton to hybridise with other varieties.

Saw-gins.

37. A brief allusion to the introduction of these improved appliances for cleaning and ginning cotton will be sufficient. The saw-gins tried have been found useful for cleaning exotic but not indigenous cotton though in Sindh they are, it is reported, very much appreciated by the people for indigenous cotton. The Director of Land Records and Agriculture, Central Provinces, in pointing out that Upland Georgian gains in value by being saw-ginned while local cotton is greatly injured by this process, remarks that "this practically involves the rejection of all improved ginning machines in favour of the slow and clumsy hand-roller gin in common use."

Cotton presses.

38. In 1886, 164 cotton presses were returned as in operation in India. The details are—

	No.
Bombay	60
Sindh	4
Madras	37
Berar	21
Rajputana	12
North-Western Provinces and Oudh	10
Punjab	8
Nizam's Territory	4
Central Provinces	3
Central India	3
Burma	2
TOTAL	164

The above information has been extracted from the "Statistical Tables of British India." The few cotton presses working in Bengal appear to have been omitted from these tables. In the Central Provices the cotton-pressing season lasts from 1st November to the end of April or later. Similar information is not given for other Provinces.

F. M. W. SCHOFIELD.

DEPT. OF REV. AND AGRI.,
GOVT. OF INDIA,

Dated Simla, the 15th September 1887.

APPENDIX GG.

WHEAT.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

Note on Indian Wheat.

In the forecasts published by this Department reference has frequently been made to the expansion of the wheat area in India. In his report for November 1887 (pages 586-591), the Statistician, Department of Agriculture, Washington, discredits the statement of the Government of India, that there has been any such increase. In his report for September 1888 he admits that there has been an increase, but that it has been insignificant in amount. Below are extracts from the reports showing what he says in the matter:—

November 1887.—"There seems to be much uncertainty in the public mind as to the facts of Indian wheat-growing. It is not confined to the masses, but is shared by intelligent people, to whom India has become a bugbear. In prominent journals there is frequent inculcation of the idea that the breadth of wheat culture is rapidly increasing in that country; that the building of a few thousand miles of railway, less than the extension of a single year in this country, has improved the methods of cultivation, brought in agricultural implements and enlarged greatly the annual product. None of these things are true."

2. After comparing the figures, as given by the Government of India, for the years 1883-84 to 1886-87 with those of 1878-79, the Statistician remarks that—

"The acreage appears to be as uniform as that of France, probably for twenty years past at least, and far more uniform than in New York or Ohio in this country. If there is any change, it is difficult to determine absolutely whether it is an increase or decrease, even for the ten years of recent exportation. No one makes the acreage less than 26,000,000 or more than 28,000,000 acres at the date of any investigation. This ought to set at rest the question of increase of area in Indian wheat culture. The increase of railroads has not perceptibly increased acreage, and heavy exportation has not always advanced interior prices. In an interview with Sir James Caird in London last May, the Statistician enquired particularly concerning this point in Indian wheat-growing, and was assured that there had been no material increase either in acreage or product, but the surplus that had been pitted and reserved for famine years had been exported owing to increased facilities for transportation. No man has a more level judgment as to the sources of the wheat supply, or better opportunity, from personal official investigation, to know the cereal resources of India."

3. In referring to the remarks about wheat expansion in the last forecast issued by this Department for 1887-88 the Statistician writes :—

September 1888.—"It was pointed out in the report of the Statistician for November 1887, that the increase of wheat area in India within recent years, of which so much has been heard, was shown by the published official figures to have been insignificant in amount, and it would be interesting to know whether the statements of the Provincial Agricultural Departments in the reports above referred to are to be understood as merely showing how that insignificant increase occurred, or as furnishing new evidence tending to invalidate the official reports of area heretofore published by showing that the actual increase has been larger than the published figures indicated. Probably, however, they are to be understood as explaining such increase as may have taken place in particular districts ; that is, showing whether it occured through the extension of cultivation over new areas, or through the substitution of wheat for other crops, without going into the question whether there has been on the whole a net increase in their respective provinces. This is perhaps the simplest way of reconciling some of the statements quoted with the official figures heretofore published."

4. The figures detailed by the Statistician on page 587 of his report for November 1887 and reproduced in Appendix A to this note support his conclusions. Unfortunately he seems to be ignorant that safe pilotage among the shifting sands and tortuous channels of Indian statistics demands as much skill and familiarity with local conditions as navigation among the rapids of American waters, and he has been wrecked on one of those shoals occasioned by changes in the system of compilation, to which the endeavours of the Government of India to reach a higher standard of accuracy and completeness from time to time give rise. In the first place, the Statistician compares the areas of 1878-79 with those of 1883-84 to 1886-87. The defectiveness of these figures, for purposes of comparison, is indicated below for the several provinces.

North-Western Provinces and Oudh.—The area of 1878-79 includes, while that of 1883-84 and subsequent years excludes, the figures for mixed wheat (about 2½ million acres).

Punjab.—The figures for 1878-79 exclude a certain proportion (not known for certainty, but probably about 300,000 acres) for area under mixed wheat, whereas those for 1883-84 to 1886-87 include such areas.

Central Provinces.—Figures for 1878-79 and 1883-84 include, and those for 1884-85 and subsequent years exclude, the area in zamindaris : this area is, however, believed to be small.

Bombay.—1878-79 and 1883-84 : figures do not include complete areas for alienated lands and Native States (area about 800,000 acres).

1884-85 and subsequent years : figures include alienated lands and Native States (area about 800,000 acres).

5. It will thus be seen that taken as a whole the figures for 1878-79 include about 2½ million acres for the North-Western Provinces and Oudh which are not, and exclude about 300,000 acres for the Punjab which are, returned in 1883-84 and subsequent years. Again, the figures for 1878-79 and 1883-84 exclude 800,000 acres for the alienated

lands and Native States in Bombay which are returned in 1884-85 and subsequent years. In these circumstances the figures selected by the Statistician cannot be used for the purposes of comparison.

6. In the second place, a comparison should not, like the Statistician's be limited to the years 1883-84 to 1886-87, as some of these years were not favourable to wheat-growing in parts of India.

7. In order to make a comparison, it is necessary to remedy the defects noticed above, and, where possible, to go further back than 1878-79 and to fill in the gap between 1878-79 and 1883-84 which exists in the Statistician's table. An attempt has been made to do this in the Statement B appended, which exhibits for the last sixteen years the areas under *pure* wheat, except in the case of the Punjab, the figures of which for the years 1883-84 to 1887-88 include a certain proportion of the area under wheat sown in the same field at one time with other crops such as gram and barley. This proportional area, about 300,000 acres, should properly, for the purposes of comparison, be included in the figures previous to 1883-84, were it not for the fact that during the last five years or so "deductions have been made for land on which the outturn is much below the average or where the crops have failed altogether. By the old system the crops were recorded only once in the year, when the kharif (or autumn) harvest was over and the rabi (or spring) crops were still young. The kharif entries were thus entered only according to hearsay, and there was no certainty that all the young rabi crops would come to maturity, or that fresh sowings would not be made after the registration was completed. The tendency of this system was to secure a full return of the areas sown, and to make no allowances for failures between sowing and harvesting" (page 8, Report on the Agricultural Statistics of the Punjab, 1885-86). The deduction thus made appears to be more than 300,000 acres, *i.e.*, the area which has been included in the years 1883-84 to 1887-88, on account of mixed wheat. It has been found impossible to exhibit the areas under mixed wheat also, as, excepting the North-Western Provinces, for which figures are available from 1878-79 only, the areas for other provinces are not returned at all or are very incomplete. The areas for pure wheat for the years 1873-74 to 1887-88 have been taken, not from the forecasts, but from the following sources:—

1873-74 to 1883-84—from the General and Land Revenue Administration Reports,

1884-85 to 1887-88—from the Returns of Agricultural Statistics for British India,

as these returns were compiled after the forecasts and at a time when more reliable figures were forthcoming. The areas for the past season's (1888-89) crop have been taken from the final provincial forecasts as later returns are not available at present. It should also be noted that, for the purpose of comparison and completing the statistics, it has been found necessary to take estimated areas where actuals are not given. For instance, in the North-Western Provinces the areas under wheat in the hill and permanently-settled districts are returned only for the five years 1884-85 to 1888-89. In order to complete the statistics and make a proper comparison, estimated areas have been adopted for these districts for the years previous to 1884-85, the estimates being the result of careful enquiry. The areas

given in Statement B exclude Native States (except those in Bombay and Sindh), being confined to British Provinces, which are sufficient for our purposes, as they comprise 78 per cent. of the total area under wheat; besides much reliance cannot be placed on the figures furnished for Native States.

8. In analyzing the areas given in Statement B, Bengal, Madras, Ajmere, Burma, Assam and Coorg may be dismissed with a few words. In Bengal about a million acres are under wheat, but this area is approximate only, as there are no statistics. Madras has a normal area of 27,000 acres and Ajmere 15,000 acres. In Burma, Assam and Coorg wheat is seldom or never grown. For the remaining provinces (the chief wheat-producers) the figures are abstracted below. The average areas for the quinquennial periods ending 1877-78, 1882-83 and 1887-88 are given, the areas of 1888-89 being exhibited separately. The period embraced is thus sixteen years. Comparisons are made on the basis of quinquennial averages in order to disperse and neutralize abnormal variations in the annual figures. To prevent repetition the quinquennial periods ending with 1877-78, 1882-83 and 1887-88 will hereafter be referred to as A, B and C respectively :—

Provinces.	Quinquennial period ending—			1888-89.
	1877-78.	1882-83.	1887-88.	
	Thousand.			
	Acres.	Acres.	Acres.	Acres.
North-Western Provinces	*3,732	3,773	3,814	3,287
Oudh	*991	1,249	1,507	1,490
Total North-Western Province and Oudh	4,723	5,022	5,321	4,777
Punjab	6,609	6,793	7,043	†6,919
Central Provinces	3,536	3,466	4,002	3,866
Bombay ... British districts ...	912	1,428	2,033	2,053
Bombay ... Native States ...	*591	*591	591	601
Sindh ... British districts ...	273	297	227	284
Sindh ... Native States ...	*35	*35	35	32
Total Bombay and Sindh... British districts ...	1,185	1,725	2,260	2,337
Total Bombay and Sindh... Native States. ...	626	626	626	633
Berar	503	691	917	942
Grand Total...	17,182	18,323	20,169	19,474

* These figures are estimates, actuals not being available.

† Excluding proportion of the area under mixed wheat. This proportion is included in the figures for the quinquennial period ending 1887-88 the average area so added being 341,000 acres.

In order to complete the above table, estimates have been taken where actual figures are not available. The estimates given under 1877-78 for the North-Western Provinces and Oudh have been worked out with reference to the increase in the area and exports during the ten succeeding years.

9. A glance at this table is sufficient to show that the area under wheat in India has been expanding gradually during the last sixteen years. The quinquennial period B shows an increase of 6·6 per cent. over A, and C 10·7 per cent. over B. Taking the case of each province we find the percentage of increase in the two periods, B and C, to be as follows :—

	B. 1882-83.		C. 1887-88.	
North-Western Provinces	1·1	6·3	1·1	5·9
Oudh	26·0		20·7	
Punjab	...	2·8	3·6	
Central Provinces	...	...	15·4	
Bombay, including Sindh, British districts		45·6	31·0	
Berar		...37·3	32·7	

10. It will be observed that the largest increase has taken place in Bombay and Berar, the two provinces closest to the chief port of shipment. To a certain extent this increase is probably due to the substitution of wheat for other crops on the best land, new land being taken up for the cultivation of inferior grains. A special feature of the cultivation in Berar is the facility with which cultivation changes from oilseeds to wheat, and *vice versa*, according to the nature of the early winter rainfall, and owing to which the wheat area in Berar must always be liable to large fluctuations. Both Bombay and Berar grow a variety of wheat specially suited to the markets of South Europe; and this, combined with their proximity to the chief port, sufficiently accounts for the large expansion of area. The enterprising *Kunbi* cultivator, whose previous experience during the American cotton famine of 1861-65 has taught him the advantages of a foreign market, is ever ready to adapt his cultivation to suit its demands. In the Central Provinces there has been no apparent increase during the period B (ending with 1882-83), and the explanation appears to be that the influence of the new trade made itself felt in the wheat districts of these provinces at a somewhat later period than in the other tracts in closer connection with the system of railways then existing. It should also be borne in mind that, although in these provinces there are still large areas available, the growth of cultivation depends not so much upon the exertions of the resident population as upon the influx of agricultural immigrants from the more densely peopled regions.

11. In the Punjab the increase has been somewhat smaller than might at first sight have been expected in a province of which the staple has always been wheat, and which has still an immense area of cultivable land unoccupied ; but the simple explanation is that the extension of cultivation is entirely a question of the extension of irrigation and no rapid expansion can therefore be expected. Great efforts are at the present time being made to extend the system of canals in the arid but otherwise fertile tracts of the Punjab, and the next five years will probably show a further large development of cultivation. In connection with the increase of the wheat area in

the Punjab, the following extract from the final report of the Director of Land Records and Agriculture on the wheat crop in the province for the season 1887-88 will be found interesting :—

"It must be remembered that any regular gradual annual increase cannot be expected. The area under wheat of a given year in all districts depends largely on the season. A bad kharif (autumn) with a good rainfall in September will result in extended wheat sowing, and *vice versa*. The possible maximum variation must be very great, seeing that in seven years (1880-81 to 1886-87) we find a difference of 27 per cent. between the smallest and the largest area under wheat. There is no doubt a steady extension of cultivation going on.

The kharif of the past season 1888-89 was little better than average. In September the rainfall was on the whole favourable and that in October timely; consequently favourable conditions for sowing wheat were present throughout the greater part of the province, and a large area was put under this crop, *viz.*, 6,919,000 acres, against 6,179,000 acres in 1887-88, and 5,943,000 acres in 1886-87. (These areas are those given in the forecasts.)

In the North-Western Provinces and Oudh the increase is chiefly attributable to the breaking up of new lands in Oudh and to a small extent to the substitution of wheat for other crops in the United Provinces. Looking to the density of population in these highly cultivated provinces and to the comparatively small margin of waste lands now available, a further extension of the wheat area can only be hoped for in a conversion of land already cultivated with inferior crops into land fit for wheat by the more extended use of manure and the means of irrigation.

12. The exports from India during the last fifteen years have been as follows :—

Year.	Tons.	Year.	Tons.	Year.	Tons.
1873-74 ...	88,000	1878-79	52,000	1883-84	1,048,000
1874-75 ...	53,000	1879-80	110,000	1884-85	793,000
1875-76 ...	125,000	1880-81	372,000	1885-86	1,053,000
1876-77 ...	279,000	1881-82	993,000	1886-87	1,113,000
1877-78 ...	317,000	1882-83	707,000	1887-88	677,000
Average...	A 172,000	...	B 447,000	...	C 937,000

The year in which the most noticeable rise first occurred was 1881-82. The average exports for the period B show an increase of 160 per cent. and those for C 109 per cent.

13. The table given on page 4 of this note shows, on comparing the quinquennial periods B and C, that the average area under wheat in British Provinces increased from 18,323,000 in period B to 20,169,000 acres in period C or by 1·85 million acres. Applying to this increased area of 1·85 million acres the rate of 8 maunds (640lb.) as the outturn per acre, which is a moderate estimate, we get 14·80 million maunds or 544·000 tons as the increased outturn available for export. Comparing, again, the same periods B and C in regard to exports, it will be seen that the average annual shipments of C exceeded those of B by 490,000 tons, which quantity is more than covered by the increase in outturn, viz., 544,000 tons.

14. Not only has the area under wheat increased but also that under other food-grains, thus setting free increased quantities of wheat for export. If we refer to Statement C appended, we find, on comparing the average area under other food-grains during the period C with that for the period B, that there was an increase of 3·18 millions acres. Applying to this increase an outturn of 5 maunds (400lb.) per acre (a moderate estimate), we get a total outturn of 15·90 million maunds or 584,000 tons. For the demands of increased population, the writer calculates that, assuming an increase of ½ per cent. per annum on a population of 96 millions for the provinces noted on the margin, the average increse in the two quinquennial periods B and C is 2·4 million souls; again, assuming that each person consumes 5 maunds (400lb.) in a year, the total consumption is 441,000 tons, that is, 143,400 tons less than the increased outturn (584,000 tons). This surplus would set free a larger quantity of wheat for export.

Central Provinces.....	10	millions.
North-Western Provinces.	33	,,
Oudh	11	,,
Punjab	19	,,
Bombay and Sindh	23	,,

15. Two years ago the sudden inflation of wheat exports gave rise to an impression that the grain-pits of the country, containing the food-reserves for famine years, were being emptied, and, the popular ideas on the subject, having found acceptance in some official reviews of the Indian trade published at the time, may have influenced Sir. James Caird in f rming the opinion attributed to him by the Statistician of the Agricultural Bureau, Washington (*vide* paragraph 2 of this note). It is more probable that the fears entertained of a depletion of food-stocks were due to the applicatoin of erroneous and preconceived estimates of the capacity of India as a food-supplier to a sudden and totally unexpected development. But whatever may have been the true explanation of what was then considered to be an abnormal export, it may now fairly be concluded that with cultivation spreading as the figures given in this note show it to be, *viz.*, with 1·85 million more acres of wheat and 3 million more of other food-grains in the C than in the B period, and moreover with 80 million acres of areable land still available, there need be no apprehension that the country will not be able to meet in future any demand from foreign markets that may arise without trenching on the produce required for home consumption.

16. An attempt will now be made to analyze the crop areas for the last ten years with the view of judging whether wheat has extended at the expense of other crops; and, if so, to what extent.

17. The Statement D appended shows for the chief wheat-producing provinces the areas for the ten years 1878-79 to 1887-88 under—

(i) Wheat, pure ;
(ii) Other food-crops ;
(iii) Non-food crops ; and
(iv) The total cropped area ;

also (*a*) the average areas under each of these heads for each of the quinquennial periods B and C, and (*b*) the proportion of each of the heads (i), (ii) and (iii) to the total cropped area (iv), for each of the two quinquennial periods B and C.

18. Comparing the two periods we find that the total cropped area increased from 102 million acres for the period B to 109 million acres for the period C, *i.e.*, by 7 million acres or 7 per cent. These areas expanded unceasingly from 98·87 in 1878-79 to 111·09 million acres in 1884-85, after which they declined to 108-68 in 1885-86, and then to 107·96 million acres in 1886·87 (the seasons of these two years were on the whole somewhat unfavourable), rising again to 111-01 million acres in 1887-88.

19. As regards the two quinquennial periods B and C referred to before, not only do the total cropped areas show an increase, but also those for each province excepting Berar. The statistics detailed below illustrate in millions of acres the increases (+) or decreases (—) under each of the heads mentioned in paragraph 17 :—

	Wheat.	Other food-crops.	Non-food-crop.	Total.
Bombay, including Sindh ...	+ ·53	+ 1·19	+ ·89	+ 2·61
North-Western Provinces ...	+ ·08	+ 1·00	+ ·60	+ 1·68
Oudh	+ ·26	+ 1·06	+ ·18	+ 1·50
Punjab	+ ·25	+ ·15	+ ·17	+ ·57
Central Provinces	+ ·54	+ ·03	+ ·10	+ ·67
Berar	+ ·22	— ·25	— ·07	— ·10
Total ...	+ 1·88*	+ 3·18	+ 1·87	+ 6·93

The areas under each head have increased in all provinces, except in Berar, where, though there was a diminution in the total cropped area, the area under wheat exhibits a large extension of 32 per cent. at the expense of other crops, which declined by 5·7 per cent. the cause of the falling off in the total cropped area of this province has been explained as follows :

" This decrease is attributed to the insufficiency of grazing land, in consequence of which cultivators allow parts of their fields to remain waste to admit of a supply of grass for their cattle. The unseasonable and excessive rain has been partly the cause, as it gave no time or

*The difference between this and the figures given in paragraph 13 (page 6) is due to the fact that in the above table the areas of all crops in permanently-settled and hill districts in the North-Western Provinces have been excluded (*vide* foot-note to Appendix D, page 24).

opportunity for putting the seed in all the land prepared for cultivations." (Page 9, Revenue Administration Report, Hyderabad Assigned Districts, 1887-88.)

The total cropped area of this province has been decreasing during the past two years, the figures for 1887-88 being the lowest returned during the last decade. For this diminution also the explanation is insufficiency of grazing lands and unseasonable and heavy rainfall.

20. Mr. E. A. Hobson, Settlement and Survey Officer of Berar, tells us in his "Cotton" note written in 1887 that—

"With the exception of the Buldana and Ellichpore districts, the outturn of cotton and jowari (Sorghum vulgare) has decreased and been replaced by wheat and linseed. The exports of the latter from Berar are very great, the supply not being equal to the demand. The prices of the two latter cereals have become so enhanced that the ryot finds it more profitable in every way to utilize his ground for these crops. However, the cultivation of both wheat and linseed requires considerable manuring, and the ground is given rest by constant rotation of crops, there being generally, 1st wheat, 2nd lac (Lathyrus sativus), 3rd cotton, 4th linseed (where practicable), 5th jowari, and 6th wheat again. It is strange that linseed and wheat should have increased at the expense of jowari and cotton; for, though the price of the former is high, that of the latter is comparatively higher, and it looks as if the rotation system produces fluctuations instead of leaving the aggregate at the same level as it might at first sight be expected to do."

21. In the final report on the wheat crop in Berar for the season 1888-89, it is stated by the Deputy Commissioners of Ellichpore, Buldana and Basim that the extension of wheat cultivation in recent years is mostly due to the substitution of that crop for others.

22. Continuing the comparison for the two quinquennial periods on the statistics given for the other provinces in paragraph 19, *supra*, the following is the result:—

Bombay.—Wheat increased by 31 and other crops by 6·6 per cent. In his final report on the wheat crop of 1888-89, the Director of Land Records and Agriculture remarks that "the season under report has been so irregular that no opinion as to the extension of wheat cultivation at the expense of other food-crops can with any certainty be formed." In his annual report for 1887-88 (page 28), the Director states that "there is some probability that wheat is displacing cotton in the Karnatak and Khandesh."

North-Western Provinces and Oudh.—The following were the increases:—

	Wheat.	Other Crops.
North-Western Provinces	... *·02	7·6 per cent.
Oudh	... 21·0	15·0 per cent.

The small expansion of the area under wheat in the North-Western Provinces is partly owing to the contraction, in consequence of unfavourable seasons, of the area, during the last three years of the quinquennial period C. The percentage of increase against Oudh under both heads is considerable, and doubtless due to the recent linking of the Oudh and Rohilkhand Railway with the East Indian Railway at Mogul Serai, and the opening of the Bengal and North-Western Railway.

*The difference between this percentage and that given in paragraph 9 is due to the reasons given at the foot of page 9.

In this connection the following extract from the Review of the Revenue Administration of Oudh in 1885-86 may be read :—

"In wheat there was a general increase, except in Unao, but most marked in Gonda Bahraich, where the opening of the Bengal and North-Western Railway gave a very beneficial stimulus to the growth of a valuable staple of export. Oil-seeds made a remarkable advance of Rs. 60 per cent. They are chiefly grown in the nothern districts. Gonda has hitherto led the list with an area of 80,000 to 90,000 acres ; but the influence of the railway in assisting exports has suddenly developed the area in Bahraich from 28,000 to 126,000 acres."

The present Director of Land Records and Agriculture is silent in his final reports on the wheat crop of 1887-88 and 1888-89 on the subject of the substitution of wheat for other crops in these provinces. But Mr. W. C. Benett, when Director in 1884, recorded the following opinion in the matter after examining the crop and trade statistics for several years :—

"The next table compares the areas under each class of wheat cultivation in 1879 and 1883 in the North-Western Provinces only ; no comparison is possible for Oudh :—

1	2	3	4	5	6	7
	Pure, wet	Pure, dry	Mixed, wet.	Mixed, dry.	Total area under wheat in all districts of the N.-W. P. but Kumaun Division.	Total cultivated area under all crops in 28 N.-W. P. districts.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
1883	2,223,084	1,541,297	756,278	17,000,011	6,221,220	21,331,608
1879	1,756,876	1,517,691	640,954	1,449,995	5,365,516	20,402,718
Increase in five years.	466,758	23,606	115,324	250,016	855,704	932,085
Percentage of increase	27	2	18	17	16	5

"The first fact brought out by this table is that in the North-Western Provinces alone, excluding Oudh, nearly a million acres have been brought under wheat cultivation within the last five years. And this has not been to the detriment of other crops, for we find that the increase in the cultivated area in twenty-eight only out of the thirty-four districts has been more than the increase under wheat only. Then we find that, though the area under all crops has increased, the main increase has been under wheat, which is the crop which requires the most careful cultivation, the increase having been 16 per cent. in the case of wheat, while it has only been two per cent. in the case of all other crops, or nearly eight times in the first case what it has been in the second. Finally, more than half the increase under wheat of all kinds, and nearly all the increase under wheat sown alone, has been on irrigated lands or with the best class of cultivation."

He added, after noticing the increasing exports of wheat from the United Provinces, which had then reached 10 million bushels,—

"This does not much, if at all, exceed the increased production on lands which have been brought under cultivation within the last five years. Though the statement, which is sometimes made that the people do not themselves consume wheat, is absurd,—for in that case they would hardly have grown it for centuries on millions of acres of their best land before any export trade was thought of—it represents no new drain on the food resources of the provinces."

It is stated in the Annual Report of the Bengal Chamber of Commerce for 1886-87 (page 183), that the Hon'ble D. Cruickshank had been informed by Major Pitcher and the canal Engineers that in the North-Western Provinces and Oudh wheat had been displacing other crops, and that the increase in wheat cultivation had come about in this way entirely. It was added that Mr. D. M. Smeaton thought that a small proportion of the increase was due to cropping new lands, but that the Hon'ble Mr. Cruickshank considered that that gentleman was mistaken.

Punjab.—The percentage of increase under wheat is 3·6 and that under other crops ·2·1. The following extract has been taken from the final wheat report of the Director of Land Records and Agriculture for 1887-88 :—

"Without a detailed enquiry into the circumstances of each district, it is difficult to give an answer to the question whether the increase (if there is an increase) is due to general extension of cultivation or to the substitution of wheat for other crops. Substitution no doubt takes place when, as in the case of the Sirhind Canal, irrigation is extended to tracts where cultivation has hitherto been dependent solely on rain. Substitution is also supposed to be going on in the Ferozepur, Ludhiana, and Hissar Districts; at least more wheat is grown there than formerly, but whether in the place of or in addition to other crops is not certain. On irrigated lands, it is believed, no substitution has taken place. So far as the crop returns of the last seven years go, the increase in wheat cultivation seems to move *pari passu* with that of other crops."

The remarks in the report for 1888-89 merely apply to that year's crop. The Director says "it is impossible to say yet whether the increase in area under wheat is proportionately greater than the increase in area under other crops over the areas of last year; but, allowing for favourable conditions at the time for sowing, there is no reason to suppose that it is."

Central Provinces.—The percentages of increase under wheat and under other crops 15·4 and 1·1 respectively. In regard to the substitution of wheat for other crops the Director of Land Records and Agriculture writes as follows in his final report for 1887-88 :—

"It is impossible to deal with this question satisfactorily so far as these provinces are concerned, as trustworthy statistics are not forthcoming. * * * It is thought, however, that the annual village returns of Jabalpur and Hoshangabad districts, which were filed previously to the reorganisation of the patwari staff, may be accepted as affording a basis of comparison. Patwaris have always existed in these districts, and the staff received in past years a great deal more attention in these districts than in most others. The average area under wheat in the three years 1874 to 1887 was in

Jabalpur 343,454 acres, and in Hoshangabad 544,633 acres. The average area under wheat in the three years 1884 to 1887 (*i.e.*, ten years later) was in Jabalpur 471,050 acres, and in Hoshangabad 646,455 acres. The area under wheat increased by 127,596 acres in Jabalpur and by 101,822 acres in Hoshangabad. The increase in Jabalpur is more than accounted for by the increase in the average cropped area, which was larger by 133,704 acres in 1884-87 than in 1874-77. The area under linseed fell off by 10,758 acres, and it is probable that this area was appropriated to wheat. There was no appreciable falling off in the area under cotton. In Hoshangabad the cropped area increased by 51,597 acres only. The area under linseed fell off by 33,669 acres, and that under cotton by 10,303 acres. If these areas be added to the area of increase in the cropped area, the increase in the area under wheat is very nearly accounted for."

"It may be explained that such substitution as would occur would mostly affect the linseed and cotton areas. Less valuable crops are usually grown on land which would not carry wheat with advantage."

"The statistics of these districts indicate that the expansion in wheat cultivation has been to a very large extent counterbalanced by an increase in cultivation, but that the wheat area has also increased at the expense of the areas under linseed and cotton. It should be added that neither linseed nor cotton can be grown in Jabalpur or Hoshangabad so profitably as in the other parts of the provinces, and that the substitution of wheat for them was to be expected, and is certainly not to be regretted."

23. The following table brings together the percentages as given above of increase (+) or decrease (—) in the areas in the wheat-producing provinces under wheat and other crops resulting from a comparison of periods B and C :—

	Wheat.	Other crops (food and non-food).
Bombay	+ 31·0	+ 6·6
North-Western Provinces	+ 0·2	+ 7·6
Oudh	+ 21·0	+ 15·0
Punjab	+ 3·6	+ 2·1
Central Provinces	+ 15·4	+ 1·1
Berar	+ 32·0	— 5·7
TOTAL ...	+ 10·9	+ 6·0

24. In the final memorandum on the crop of the season 1887-88 issued by this Department the following reference was made to the subject of the substitution of wheat for other crops :—

"The reports received prove clearly that two processes are at work in connection with the expansion of the wheat outturn. In those parts of India where there is little room for extension of the cultivated area, wheat is substituted for other crops. In other regions where new land is available, both processes are, except in the Punjab, going on simultaneously; and this is the case even in the Central

Provinces where the largest area of culturable land is available, and in which it is reported that wheat is produced at the expense of linseed and cotton. In the Punjab, however, wheat already occupies so much of the winter crop area that there is no opportunity for the substitution of wheat for other crops; and extension of wheat is due to the expansion of the culturable area, which is being continuously made possible by the introduction of new canals."

If any substitution does take place in the Punjab, and this it now appears is likely, it must be to a very small extent. But, as wheat is the staple food in the Punjab, it really means an increase in the food supply, since the substitution is on irrigated land on which more wheat can be grown than "other food-crops" on dry land.

25. The proportion of the total cropped area occupied by wheat and other crops in each province is given below for the 1st and 2nd half of the decade ending 1887-88 :—

Province.		Wheat.	Other food-crops.	Non-food-crops.
Bombay including Sindh.				
5 years ended	1882-83	7·27	75·53	17·20
	1887-88	8·56	72·57	18·87
North-Western Provinces.				
5 years ended	1882-83	13·71	71·64	14·65
	1887-88	13·13	70·87	16·00
Oudh.				
5 years ended	1882-83	13·37	80·32	6·31
	1887-88	13·92	78·98	7·10
Punjab.				
5 years ended	1882-83	30·48	57·00	12·52
	1887-88	30·80	56·24	12·96
Central Provinces.				
5 years ended	1882-83	22·25	63·41	14·34
	1887-88	24·66	60·97	14·37
Berar.				
5 years ended	1882-83	10·47	46·59	42·94
	1887-88	14·02	43·45	42·53
Total.				
5 years ended	1882-83	16·93	67·27	15·80
	1887-88	17·58	65·91	16·51

Comparing the two periods it will be seen that the proportion under wheat has expanded in every province, excepting the North-Western Provinces, where the area has been decreasing during the last three years, the figures for 1887-88 being the lowest recorded since 1878-79. Under other food-grains there has been a diminution throughout. The proportion under non-food-crops has risen except in Berar. Taking India generally it will be seen that the proportion under wheat has increased by ·65 per cent. only, the figures under other crops (food and non-food) showing a corresponding diminution. Under these circumstances wheat can hardly be said to be growing at the expense of other crops. In some districts substitution of wheat for other crops doubtless takes place, but not to any appreciable extent, and then mostly on the best lands, new land being taken up for the cultivation of inferior grains.

26. To sum up, an analysis of the statistics of wheat and of other crops for several years indicates that there has been a material expansion of wheat cultivation which is likely to continue; and that this has not been at the expense of other crops, the area of which has also increased. It is further shown that the increasing exports of wheat in recent years have more than been met by the additional production in those years.

REVENUE & AGRI. DEPT.,
Dated Simla, the 15*th June* 1889.

F. M. W. SCHOFIELD.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

APPENDIX HH.

IMPROVEMENT IN INDIAN WHEAT.

CHAMBER OF COMMERCE, BOMBAY, *14th June* 1889.

TO HIS EXCELLENCY THE RIGHT HONOURABLE LORD REAY, LL.D., G.C.I.E., GOVERNOR OF BOMBAY.

MY LORD,—Sensible of the active interest you have always taken in, and the efforts you have made to aid, the development of the wheat trade of this port, the Committee of the Chamber of Commerce take the liberty of addressing you regarding the Conference on the subject of impurities in Indian Wheat held at the India Office on 8th May, a report of which, although not yet officially published, your Lordship has doubtlessly observed in the public press.

From a perusal of the proceedings, it is apparent that the adoption of a proposal—which originally emanated from this Chamber—that all arrival contracts made in England for the sale of Bombay wheat should be based on a refraction of not exceeding 2 per cent. of dirt and other impurities was not carried owing to the opposition of the London Corn Trade Association, who stated their objections in a paper of some length, but of which, for the purpose of this letter, it will be sufficient to quote only the concluding summary of reasons. These, for convenience of reference, my Committee have numbered as follows :—

1. Seeing, therefore, that the natural condition at present of Indian wheats is to contain about 4 per cent. of admixture on the Bombay side and 5 per cent. on the Calcutta.
2. That, under the circumstances, it is not practicable to induce the Indian Shippers to change their system of purchasing, and instead of buying on the above natural refractions, to introduce an artificial basis of a 2 per cent. refraction.
3. That buyers *practically*, are not prepared to pay a proportionately higher price for cleaner wheats.
4. That the system of selling on analysis here is altogether impracticable and unadvisable.
5. That the conditions of the Indian wheat trade although slowly are gradually improving.

6. That India ships all her wheat available for export year by year.

7. And that her development—in this branch at least—is not prevented by the present condition of wheats.

8. That interference of Government in questions of contract as between seller to buyer is unadvisable.

9. Our opinion is that it is not advisable or desirable to try and force sudden and radical changes in the natural condition of a trade; but that it is preferable to let the improvement come gradually out of the trade itself, taking it for granted that merchants, sellers and buyers, Shippers and Consumers, &c., are too keenly alive to their interests to allow any opportunity for improvement in their trade, when such becomes advisable, to pass by.

Were the Committee addressing only the members of this Chamber, experts in the trade and practically familiar with its basis and conditions, it would be sufficient to point out that these reasons are one and all contrary to ascertained facts and experience, and that the conclusions drawn from them are necessarily erroneous and misleading. But that the arguments of the London Corn Trade Association may not find official record without criticism, my Committee deem it desirable to deal with each separately, though as concisely as possible.

(1) The statement that the natural condition at present of Indian wheats is to contain about 4 per cent. of admixture on the Bombay side and 5 per cent. on the Calcutta, is, so far as Bombay is concerned, absolutely incorrect, and, judging from the evidence officially collected, is equally erroneous as regards Calcutta. These figures no doubt represent the admixture as shipped—practically under the compulsion of the objectionable form of contract maintained by the London Corn Trade Association—but the Committee of this Chamber unhesitatingly assert that even under the primitive mode of preparation hitherto prevalent, and without special cleaning machinery the natural condition of the bulk of Bombay wheats as they could be delivered by the farmers would show less than 2 per cent. of admixture.

(2) The misleading nature of reason (1) relegates this to the same position, but how it is open for the London Corn Trade Association to allege that "it is not

practicable to induce Indian Shippers to change their system of purchasing" in face of the unanimous request of the entire body of exporters from Bombay that the trade should be based on a 2 per cent. refraction, my Committee are unable to explain.

(3) That buyers are not prepared to pay a proportionately higher price for cleaner wheats may be partially correct, so far as speculators are concerned. For their purposes, no doubt, the widest form of contract giving purchasers the most limited possible power of rejection on the score of quality is the easiest to manipulate, but the replies received to the India Office circular of 31st December 1888 afford most overwhelming evidence to the contrary from the millers of the United Kingdom who must be regarded as the real or ultimate buyers.

(4) The proposal that 2 per cent. shall be the limit of admixture does not necessarily imply the analysis of every shipment, as practical experience enables experts to arrive at an exceedingly close estimate without the necessity of having recourse to exact analysis. But independently of this, if the Liverpool Corn Trade who handle three-fourths of the Bombay wheat imported into the United Kingdom find no difficulty in adopting a 2 per cent. refraction, why should London find it impracticable to deal with one-fourth? Moreover, the trade in Bombay itself, so far as future delivery contracts go, is entirely based on exact analysis which works well and without special friction.

(5) That the conditions of the Indian wheat trade although slowly are gradually improving is not an argument, even if entirely correct, strictly applicable to the real point at issue, but neither recent statistics nor the other reasons advanced by the London Corn Trade Association themselves bear this out. In relation to the latter, in fact, the statement embodies an obvious contradiction. If the conditions are gradually improving they are susceptible of further immediate and accelerated improvement which reason No. (2) says in effect they are not.

(6) That India ships all her wheat available for export year by year is equally irrelevant. No statement to the contrary, so far as my Committee are aware, has ever been advanced. What this Chamber of Commerce asserts as representing the wheat exporters of Bombay is, that India does so export but at less than the legitimate value of the produce, both by the lower average price which dirty as compared with clean wheat commands, and also by the loss incurred in transporting and dealing with a large percentage of dirt and other impurities. It is scarcely necessary to point out that the deficiency in value which thus ultimately accrues to the producer must tend to restrict production.

(8) Calls for no special remark from the Bombay Chamber of Commerce as it has never advocated governmental interference between buyer and seller in this connection.

(9) To deal with the final conclusions arrived at by the London Corn Trade Association, my Committee are quite at one with them that it is not desirable to force sudden and radical changes on trade, but that it is preferable to let the improvement come out of the trade itself, taking it for granted that merchants, sellers and buyers, shippers and consumers, are too keenly alive to their interests to allow any opportunity for improvement in their trade—when such becomes advisable—to pass by. This, the Committee of the Chamber venture to say, most accurately describes the character and origin of the movement for a modification of the terms of London arrival contracts in Indian wheats. The demand originates not in one section of the trade but from the majority, who are most deeply and vitally interested, the shippers who virtually also represent the producers on the one side, and the ultimate buyers or consumers on the other. The objection to the improvement comes only from a minority of the middlemen, and it is not surprising if the character of this obstruction should have given rise in some quarters to suggestions of legislative interference. These suggestions, however, this Chamber has never countenanced, but still holds that Government have it

in their power to enormously facilitate and benefit trade by collecting and furnishing information and affording means of discussion in matters of leading interest and moment to the general welfare of the country. It is notably so in this instance. As your Lordship is aware, this Chamber addressed the London Corn Trade Association direct representing the advisability of altering the form of contract, so as to afford an inducement to improve the quality of the wheats shipped from India. In declining to accept the suggestions of the Chamber the Association gave no reasons for so doing, but their reasons having been evolved at a Conference held recently under the auspices of Her Majesty's Secretary of State for India, the Committee of the Chamber trust your Lordship may have an opportunity of recording these criticisms on them in the same quarter.

Thanking your Lordship for the extreme courtesy and attention with which the representations of the Chamber on this and other subjects have hitherto been received, and venturing to hope that your Lordship will continue unabated your interest in and exertions for the improvement in the quality of Indian wheat.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

SIMLA, *26th June*, 1889.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I see that mention is made in the daily papers of correspondence (recently between your office and that of the London Corn Trade Association) as to the present mode of allowing for dirt in wheat shipped from India to London. The Financial Commissioner, Punjab, would be much obliged if you would favour him with a copy of that correspondence unless it is of a confidential nature.—I am, &c.,

D. C. JOHNSTONE, B.C.S.,
Sen. Secretary to Financial Commissioner, Punjab.

BOMBAY CHAMBER OF COMMERCE, *6th July*, 1889.

D. C. JOHNSTONE, Esq., B.C.S., SENIOR SECRETARY to the FINANCIAL COMMISSIONER, PUNJAB, Simla.

DEAR SIR,—I have the honour to acknowledge the receipt of your letter of the 26th ultimo (erroneously addressed to the Karachi Chamber of Commerce). By direction, I have to-day posted to your address a copy of the Chamber's last annual report which contains the correspondence exchanged with the London Corn Trade Association, and I also send you copy of a letter addressed by the Chamber to H. E. the Governor of Bombay commenting upon the arguments used by the London Corn Trade Association at the conference on the subject of impurities in Indian wheat held at the India Office on 8th May 1889.—I am, &c.,

JOHN MARSHALL, Secretary.

SIMLA, *15th July*, 1889.

JOHN MARSHALL, Esq., SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to your letter of 5th July intimating despatch to my address of a copy of the Chamber's last Annual Report and of a certain letter addressed to His Excellency the Governor of Bombay, I am directed to convey the Financial Commissioner's acknowledgements for the same which have safely come to hand.—I am, &c.,

D. C. JOHNSTONE, C.S.,
Secretary to the Financial Commissioner, Punjab.

LONDON CORN TRADE ASSOCIATION, 2, Lime Street Square,
LONDON, *14th November*, 1889.

The SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—At a meeting held last May at the India office, at the invitation of Viscount Cross who took the chair, it was felt that an effort should be made to improve, if possible, the "impurities" in Indian Wheat. With this view this Association has had the Standard Samples of the various qualities of the Crop of 1888 of Indian Wheat analyzed by Mr. Bernard Dyer, with results as per his report enclosed.

Taking into consideration the statement of the East Indian Wheat Committee of this Association which was read at the said meeting in reply to the Reports and Papers issued by the India office, this Association in conjunction with the Liverpool Corn Trade Association, have had several meetings with a view to an improvement compatible with the exigencies of the trade here and the actual condition in which Wheat is grown and gathered in India, and it has been agreed by the two Associations that two reference Standard Samples shall be made up of each of the descriptions of wheat named in the annexed table solely for the guidance of the East Indian Wheat Committee of this Association in making up the Standards as to "impurities" only.

Ante-Monsoon and Post Monsoon reference Standard Samples will be made up, and the arrangement will come into force with the new crop of 1890.

It is hoped that this will lead to an improvement in the cleanliness of Indian Wheat and this Association trusts you will use your influence to bring about this much to be desired result.—I am, &c.,

M. J. CRADOCK, Secretary.

Description of Wheats.	Ante-Monsoon.		Post-Monsoon.	
	Impurities.	Of which may be Dirt.	Impurities.	Of which may be Dirt.
No. 1 Club Calcutta	4 per cent.	1½ per cent.	4½ per cent.	2 per cent.
No. 2 Club Calcutta	4 ,,	1½ ,,	5 ,,	2 ,,
Hard Calcutta	3 ,,	1½ ,,	3½ ,,	2 ,,
Soft Red Calcutta	4½ ,,	2 ,,	5½ ,,	2½ ,,
No. 1 Club Bombay	3 ,,	1½ ,,	3½ ,,	2 ,,
Red Club Bombay	3 ,,	1½ ,,	3½ ,,	2 ,,
Soft Red Bombay	3 ,,	1½ ,,	3½ ,,	2 ,,
Hard Red Bombay	3 ,,	1½ ,,	3½ ,,	2 ,,
Hard White Bombay	3 ,,	1½ ,,	3½ ,,	2 ,,
Soft Red Delhi	4 ,,	1½ ,,	5 ,,	2 ,,
Soft White Delhi	4 ,,	1½ ,,	5 ,,	2 ,,
White Jubblepore	3 ,,	1½ ,,	3½ ,,	2 ,,
Atbara	3 ,,	1½ ,,	3½ ,,	2 ,,
Soft Red Kurrachee	5 ,,	1½ ,,	7 ,,	2 ,,
Soft White Kurrachee	5 ,,	1½ ,,	7 ,,	2 ,,

N.B.—Ante-Monsoon shall mean shipments of the New Crop to 30th June.

Post-Monsoon shall mean shipments from 1st July to remainder of the season's shipments.

With the exception of Soft Red and Soft White Kurrachee, when the period for these qualities shall mean shipments of the New Crop—

Ante-Monsoon to 30th September.

Post-Monsoon from 1st October to the remainder of the season's shipments.

LONDON CORN TRADE ASSOCIATION.

2, Lime Street Square, London, E.C.—M. J. Cradock, Secretary.

ANALYSES OF INDIAN WHEATS (VIA CANAL) OF THE CROP 1888, BY MR. BERNARD DYER, B. Sc., (Lond.), F.I.C., F.C.S., F.L.S.,

Analyst to the Essex, Leicester, Devon and West Glamorgan Agricultural Societies; the Notts and Sevenoaks Chambers of Agriculture, &c.; Official Analyst to the Association.

Month of Shipment.	CALCUTTA.										BOMBAY.													
	No. 1 Club.			No. 2 Club.	Hard.			Soft Red.			No. 1 Club.	Red Club.			Soft Red.			Hard Red.			Hard White.		
	Barley, &c.	Dirt.	Total other than Wheat.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.
April..	...	...	...	4.27	1.02	2.36	3.38	2.01	3.12	5.16	3.23	...	...	...	0.08	0.59	0.67	0.91	2.35	3.26	..	...	...
May ..	1.62	2.27	3.89	4.12	...	...	...	1.76	2.82	4.58	6.55	0.75	3.19	3.94	0.09	2.23	2.32	...	..	..	..	...	..
June ..	2.65	1.85	4.50	5.76	1.92	2.42	4.34	1.77	3.70	5.47	3.75	0.64	1.60	2.24	0.17	3.79	3.96	...	..	..	..	...	..
July ..	...	...	...	5.27	...	...	...	2.21	2.26	4.47	3.51	...	...	...	1.28	1.26	2.54	...	...	..	..	...	..
August	2.38	2.18	4.56	5.66	1.05	1.18	2.23	2.77	1.95	4.72	3.84	...	...	...	...	...	...	...	..	..	..	..	..
Sept. ..	2.25	2.05	4.30	4.52	1.15	1.76	2.91	2.07	2.65	4.72	3.35	...	...	...	1.42	1.28	2.70	...	...	..	..	..	..
Oct. ..	...	...	...	4.81	0.94	1.51	2.45	1.81	3.10	4.91	3.23	...	...	...	...	...	...	0.18	2.61	2.79	0.26	2.76	3.02
Nov. ...	...	...	..	7.50	1.11	4.28	5.39	2.19	2.31	4.50	4.66	...	...	...	1.16	1.10	2.26	0.15	2.12	2.27	0.13	2.95	3.08
Dec. ..	..	...	...	4.93	...	..	...	1.49	3.24	4.73	3.38	...	...	...	...	...	...	...	..	..	0.15	2.60	2.75
Jan. ..	...	...	...	4.30	...	...	...	...	...	...	2.76	...	...	...	0.24	5.33	5.57	..	..	..	..	..	...
Feb. ..	...	...	...	...	...	...	...	...	...	...	2.71	...	...	...	...	...	...	..	..	..	..	..	..
March.	...	...	...	...	...	...	...	...	...	...	3.19	...	...	...	...	...	...	..	..	..	..	...	..
Average	2.22	2.09	4.31	5.12	1.20	2.25	3.45	2.01	2.79	4.80	3.68	0.69	2.39	3.08	0.63	2.23	2.86	0.41	2.36	2.77	0.18	2.77	2.95

LONDON CORN TRADE ASSOCIATION.—*continued.*

Month of Shipment.	KURRACHEE.						DELHI.						JUBBLEPORE.			ATBARA.		
	RED.			WHITE.			SOFT RED.			SOFT WHITE.			WHITE.					
	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.
April...	5.68	0.78	6.46	8.11	1.38	9.49	...	..	..	..	..	..	..	...	...	...	..	...
May ..	2.40	1.34	3.74	7.27	1.44	8.71	..	..	..	2.54	1.43	3.97	1.25	3.01	4.26	0.41	2.53	2.94
June ...	6.44	0.92	7.36	3.61	0.93	4.54	..	..	...	4.44	1.08	5.52	2.18	1.47	3.65	..	..	..
July ..	..	..	...	5.70	1.59	7.29	..	..	..	3.85	2.20	6.05	1.48	2.70	4.18	..	...	...
August	..	..	..	5.49	1.38	6.87	..	..	...	3.31	2.97	6.28	2.05	1.14	3.09	...	..	..
Sept. ..	6.11	1.42	7.53	5.79	1.29	7.08	2.88	1.03	3.91	3.00	2.57	5.66	0.86	2.58	3.44	0.33	2.57	2.90
Oct.. ..	6.73	1.03	7.76	6.14	0.86	7.00	3.28	0.99	4.27	2.62	2.35	4.97	...	...	..	0.40	2.59	2.99
Nov. ..	6.46	0.94	7.40	6.20	2.37	8.57	..	..	...	2.90	1.98	4.88	1.11	1.56	2.67	...	..	..
Dec. ...	5.73	1.29	7.02	6.19	1.24	7.43	..	..	...	2.72	2.11	4.83	...	...	...	..	..	...
Jan. ...	7.25	1.06	8.31	5.41	1.75	7.16	3.45	1.14	4.59	3.23	3.05	6.28	...	...	..	0.26	2.40	2.66
Feb. ...	8.39	0.96	9.35	7.02	1.01	8.03	3.75	0.98	4.73	2.68	1.68	4.36	..	...	...	..	..	..
March.	7.41	2.70	10·11	6.51	1.27	7.78	2.64	1.91	4.55	3.85	2.90	6.75	..	...	...	...	..	..
Average	6.26	1.24	7.50	6.12	1.37	7.49	3.20	1.21	4.41	3.10	2.21	5.41	1.64	2.08	3.72	0.35	2.52	2.87

N.—The term, "Barley, &c.," used above, includes all grain of intrinsic value, such as Barley, Oats, Peas, Linseed, &c. The term, "Dirt," includes Earth, Chaff, and miscellaneous weed seeds.

17, GREAT TOWER STREET, LONDON.
October 2nd, 1889.

BERNARD DYER,
Public Analyst.

BOMBAY CHAMBER OF COMMERCE, *6th December*, 1889.

The SECRETARY, London Corn Trade Association, London.

DEAR SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your circular letter of the 14th ultimo enclosing a tabulated statement of the result of analyses by Mr. Bernard Dyer of various descriptions of Indian wheat, and stating that it has been agreed by your Association, in conjunction with the Liverpool Corn Trade Association, that two reference standard samples shall be up made of each description of Indian wheat for the guidance of the East India wheat Committee in making up standards as to impurities. You further annex a statement showing, my Committee presume—although your letter does not definitely say so—the extent of impurities which these standards shall be assumed to contain; and you conclude your remarks with the hope that this will lead to an improvement in the cleanliness of Indian wheat, and requesting the influence of this Chamber in bringing about this much to be desired result. As this Chamber was the first to take the initiative in the endeavour to promote additional cleanliness in Indian wheat, you may rest assured that everything it can do will be done to promote that object. At the same time my Committee regret to say that they cannot consider the action of your Association likely to contribute materially to that end.

I am directed to point out to you that, in the case of nearly every description of Bombay wheat, the extent of the impurities, which your standards are intended to recognise, considerably exceeds the result of Mr. Bernard Dyer's analyses. In other words, so far from the standards being likely to enforce greater cleanliness, they allow a margin for an increased percentage of dirt and other impurities. This is very apparent from the following comparison showing, in the first column, the average total impurities as compared with the percentages fixed :—

	Impurities as per analyses.	Proposed percentages in ante-monsoon shipments.	Proposed per centages in post-monsoon shipments.
No. 1 Club Bombay.....	3·68	3	3½
Red Club Bombay	3·08	3	3½
Soft Red Bombay	2·86	3	3½
Hard Red Bombay	2·77	3	3½
Hard White Bombay ...	2·95	3	3½

You will perceive that with the exception of No. 1 Club, and Red Club, the average analyses give throughout a smaller total quantity of impurities than the minimum allowed in your table for ante-monsoon shipments, which is surely an unnecessary margin to give.

My Committee are strongly of opinion that for ante-monsoon shipments at least the percentage of impurities should not be fixed at over 2 per cent, as there can be no question that wheat can easily be cleaned down to that point, and, indeed, could now be bought easily were there any inducement for shippers to adhere to that limit.—I am, &c.,

JOHN MARSHALL, Secretary.

REPORT OF THE PROCEEDINGS OF THE CONFERENCE ON INDIAN WHEAT IMPURITIES, HELD AT THE INDIA OFFICE ON THE 8TH MAY 1889.

VISCOUNT CROSS, G.C.B., Secretary of State for India, in the Chair.

PRESENT:

Members of the Council of the Secretary of State.

Sir O. T. Burne, K.C.S.I., C.I.E.
Sir Alfred C. Lyall, K.C.B., K.C.I.E.
General R. Strachey, C.S.I., F.R.S.
Sir John Strachey, G.C.S.I., C.I.E.
Sir James B. Peile, K.C.S.I.
Sir Charles A. Turner, K.C.I.E.

Private Secretaries to Secretary of State.

Mr. W. J. Maitland, C.I.E., and Mr. A. W. Williams Wynn.

Departmental Officials.

Sir Charles E. Bernard, K.C.S.I. (Secretary, Revenue and Statistics Department).
Sir Juland Danvers, K.C.S.I. (Secretary, Public Works and Railway Department).
Colonel Sir Edward R. C. Bradford, K.C.S.I. (Secretary, Political Department).
Mr. C. Lennox Peel, C.B. (Privy Council Office).
Mr. A. N. Wallaston, C.I.E. (Assistant Secretary, Revenue and Statistics Department).
Mr. W. N. Sturt.
Sir George Birdwood, K.C.I.E., C.S.I. (Special Assistant, Revenue and Statistics Department).
Mr. J. R. Royle, C.I.E.
Mr. B. J. Rose (Technical Assistant, Revenue and Statistics Department).

Delegates and Representatives.

LONDON.

John M'Dougall, Esq., C.C.
M. B. Manuel, Esq. (Messrs. Ralli Brothers).
H. T. Strawson, Esq. (Messrs. Strawson & Co.)
J. Ross, Esq. (Messrs. Begbies, Ross, and Gibson).
Messrs. Tod and Durant.
J. Mercer, Esq. (Messrs. Mercer & Co).
J. E. Beerbohm, Esq. (Evening Corn Trade List).
G. T. Turner, Esq. (Grain Trade Review).
Kains Jackson, Esq.
London Chamber of Commerce:—
J. Harrison Carter, Esq.
London Corn Trade Association:—
Seth Taylor, Esq. (President).
W. Vale-King, Esq. (Messrs. W. Vale-King & Co.).
R. J. Duck, Esq.
P. T. Nicolas, Esq. (Messrs. Kelly & Co.).
E. J. Saltmarsh, Esq. (Messrs. Usborne and Sons).
J. H. Todd, Esq.

LIVERPOOL.

R. T. Smyth, Esq. (Messrs. R. T. Smyth & Co.).
Liverpool Chamber of Commerce:—
H. Coke, Esq. (President).
R. P. Nixon, Esq.
J. H. Hubback, Esq. (Messrs. Segar and Tunnicliffe).
Liverpool Corn Trade Association:—
C. J. Procter, Esq. (President).
S. Sanday, Esq. (Messrs. Sanday & Co.)
H. C. Woodward, Esq. (Messrs. H. C. Woodward & Co.).

HULL.

Hull Chamber of Commerce:—
E. P. Maxsted, Esq. (Messrs. Keighley, Maxsted & Co.).
F. B. Grotrian, Esq., M.P.

BRISTOL.

Arthur Baker, Esq. (Messrs. W. Baker and Sons).
Bristol Chamber of Commerce:—
A. R. Grace, Esq.
John Weston, Esq.

CARDIFF.

Cardiff Chamber of Commerce:—
James Tucker, Esq.
Robert Strong, Esq.

CORK.

Robert Hall, Esq. (Messrs. R. and H. Hall, Limited).

National Association of British and Irish Millers.

Samuel Smith, Esq. (Sheffield).
R. H. Appleton, Esq. (Stockton-on-Tees).
Wilson Marriage, Esq. (Colchester).
W. E. Wilson, Esq. (Birmingham).
J. H. Chatterton, Esq. (Secretary).
H. D. Marshall, Esq. (Messrs. Marshall, Sons & Co., Gainsborough).

PROCEEDINGS OF THE CONFERENCE.

In opening the proceedings, Viscount Cross, G.C.B. (the Chairman), said:—

GENTLEMEN,—I am extremely obliged to you for coming here to-day upon this matter, which, I think, is of very considerable importance; and I have to thank you for the trouble you have taken in answering the request of the invitation which I took upon myself to send to you. I need hardly say that, as Secretary of State for India, I

have every reason to be deeply interested in the export of Indian wheat; and I do not think that the facts of the amount of export are really known. Therefore, I had better read the figures that I have before me, which do not refer to the last year; and I purposely do not include the last year, because that happened to be a bad harvest in India, and it would rather upset the calculations. But you will remember that before the *ad valorem* duty of seven per cent. was taken off in 1873 the export of Indian wheat only amounted from British India to 17,000 tons, taking the average of the four years before the famine; and, after the duty was taken off, that 17,000 tons increased, on an average, to 137,000 tons, which was a very large increase. If you leave over the famine year, and take the four years from 1883 to 1887, you will find the average of the exports during those years amounted to not less than a million of tons. In 1887-88, when the food harvest was short, that figure dropped to 677,000 tons. Now, if the harvests are good, and the railway communication with India is still further opened and improved, as I trust it will be, we may expect the exports of Indian wheat very largely to increase, to the great benefit of the inhabitants of this country, and, I think also to the benefit of the people of India. The value of wheat in 1887 comes to Rs. 86,259,860.

Now, when we consider that the wheat area of British India comes to about 20,000,000 of acres, and that the Native States have something like 9,000,000, or a total of 29,000,000 acres of wheat growing at the present moment, it is quite clear that this is a trade of enormous value, and it ought to be one of enormous profit.

If we compare the imports into the United Kingdom from the different countries, I find from the figures which I have before me that we have an average of the years 1885-86. From the United States there were 1,946,000 tons; from India 580,000 tons; from Russia 395,000 tons; from Canada 153,000 tons; from Germany 152,000 tons; and from Australia 134,000 tons.

I am quite aware that, owing to the state of the harvest in Russia, and that of the harvest in India last year, the figures between India and Russia have been very much altered in favour of Russia and to the detriment of India. I will pass that by.

Now to the object of our meeting. It seems to me that it would be for the benefit of the consumer, and certainly of the grower, and also I should have thought of the exporter as well as the importer, that all wheat that came into this country should be as clean as it could possibly be. We find, however, that this is by no means the case, and one very notable feature in the wheat received from India, is, that the wheat which arrives in the earlier months of the year is a good deal cleaner than that which comes in the three winter months, which is very much more dirty. You have all seen those tables which I have had prepared, and you will find there that the percentage of dirt in some of the wheat that comes from India amounts to 7, 8, and 10 per cent. Of course those are special cases, but still there is an enormous amount of dirt which ought not to be there. In fact we may say that at the present moment we are going to the useless expense and the folly of paying for importing about 1,000,000 hundredweights of dirt every year from India. That is not a very business-like proceeding.

I have had it calculated that that is equal to an export duty or tax of something like one and a quarter per cent. That is not a business-like proceeding, if it can be avoided.

Now, the question is, what remedy can be applied to this state of things? I dare say you have all had the advantage of seeing that select on of samples in the next room, and for that collection we are ind b ed to Mr. M'Dougall, who has taken a great deal of trouble in this matter. I look upon these samples as being most interesting and most instructive. Looking to the cause why the wheat should come in this state to England, I am afraid that I must say that a good deal of it is due to the form of contract under which the wheat is sold. You all know what I mean by the words f. a. q., fair average quality. That is rath r and elastic term, and I cannot help thinking that if a different contract was made that we should get rid of a good deal of dirt that, unfortunately, comes into the country at the present moment. One effect of this form of contract, as I am informed, is this,—that if any one takes the trouble to export from India into this country clean wheat he does not get the value of the clean wheat because he sells it f. a. q.; and it is very difficult to make a special contract for a special cargo when the wheat is sold in a different manner.

I have seen that the Chamber of Commerce of Cardiff has made some observations upon this point which I think are worth attending to. The Cardiff Chamber of Commerce expresses the conviction that "the present fair average quality form is a direct incentive to ship "impurities, and that the only solution of the difficulty is a permanent "percentage standard which the quantities of extraneous matter must "not exceed." I understand that the Liverpool Chamber of Comm erce has already adopted a different way of selling wheat, that there should not be over 2 per cent. of dirt, which seems to me to be a very much more sensible state of things. This is the response of the Liverpool Association, which I will quote from a letter of Mr. Forbes Adam, who is at Bombay. It says, "The response of the Liverpool Association "was, I am happy to say, more satisfactory. It arrived only a few "weeks ago, and is dated 12th July. It said that the members were "desirous of meeting the views of the Bombay Chamber, and had "decided to alter the standards of wheat on which sales were made, "and that these standards would in future contain only 2 per cent. of "dirt, seeds, and grain other than wheat."

Well, I hope that we may have the advantage of some advice from the members of the trade whom I am glad to see assembled here to-day.

I would refer to the question of rice, which comes here free from all admixture except its own husks; and also to the matter of linseed, which some years ago arrived mixed with a large percentage of dirt; but a new contract form limiting all admixture to 4 per cent. was adopted, and now linseed is said to arrive in a clean condition. That is a hopeful thing, and an example which we can follow. I would also allude to the fact that from inquiries I have made I find that Italy and France refuse to import wheat which is not infinitely more clean than that which comes to this country. I do not see why we should not follow their example. I will not detain you any longer; I simply asked you here to get your advice and assistance with reference to Indian wheat imported into this country, which should not be allowed to come in its present dirty state, so that every

one may get the advantage, the grower, the exporter, the importer, and the consumer.

I shall now be very glad to hear any remarks with which you gentlemen may favour us.

Mr. W. Vale King.—My Lord and gentlemen, we have read all your reports and papers with a great deal of interest, and the London Corn Trade Association have held many meetings to consider those reports and papers, and after a good deal of discussion they decided that the best way would be to have a sort of reply printed, which I handed in just now, and which Mr. Todd has very kindly offered to read.

The Chairman.—Will you be good enough to read it?

Mr. Todd.—It is rather a long document, and it was only put into print this morning.

(Mr. Todd then read the following document.) *

"At a meeting of the East Indian Wheat Committee of the London Corn Trade Association, held on the 7th May 1889, it was resolved that the following statement relating to the question of impurities in Indian wheat should be adopted as a reply to the reports and papers sent out by the India Office.

"1st. In Sir C. E. Bernard's memorandum, and throughout the correspondence with Government, whether in India or at home, Indian wheats are described as containing 5 per cent. of *dirt*; and the expression of 5 per cent. *dirt* is so often, and so indiscriminately, used that it conveys to the mind an erroneous and altogether an unjust idea of Indian wheat.

"If we refer to the analysis by Mr. J. M'Dougall of the impurities in Indian wheats, in *no case* do we find a sample *with 5 per cent. of dirt*; and, even if we add to it the 'dust,' which we suppose is composed of flour dust of weevils, we fail to get a percentage of 5 per cent. of dirt and dust together, except in one or two cases of Calcutta wheats only. This admixture of dirt and dust, in the majority of cases, seldom reaches 2 per cent.

"2nd. In the same report of Sir C. Bernard's, the admixture of grain, seeds, and earth in Indian wheat is clearly shown to be the result of the mode of cultivation and threshing, and if to these we add that the weevil is an inherent defect in all Indian wheats, owing to climatic influences, we can easily account for the comparatively heavier admixture in Indian wheats as compared with that grown in countries where a higher standard of cultivation is adopted, without attributing this state of things chiefly to malpractices, and on that account invoking Government interference and the enactment of a Wheat Fraud Act, as is suggested in some of the reports and papers submitted.

"That the Natives do add foreign matter to their wheats to cheapen the cost is possible and even probable; but between this and a systematic adulteration of their wheats there is a vast difference, and the enactment of a Wheat Fraud Act, like the defunct Cotton Fraud

* For copy of protest of the National Association of Millers against the above see Appendix G.

Act, apart from its being questionable whether, on general principles, trade should be interfered with by Government Acts, could only be suggested by want of knowledge of the conditions of trade, agriculture, and general manipulation of produce in India.

"3rd. It is suggested, in the reports and papers under consideration, that the fact of the shippers contracting for wheat with an admixture of foreign matter of 5 per cent. in Calcutta, and 4 per cent. in Bombay, and refusing to pay a higher price for cleaner wheats, prevents any improvement in that direction. This is correct as far as it goes. At the same time, seeing the way in which wheat is grown and manipulated in India, as set forth in Sir C. Bernard's report, we must come to the conclusion that shippers have accepted the above basis because they thought it was warranted by the normal condition of wheat as grown, which contained such an admixture. Merchants must be credited with knowing their business too well to suppose that they have fixed upon such a basis in a fanciful way, or in order to allow Natives to adulterate their wheat.

"It is suggested by Sir C. E. Bernard and Mr. F. Forbes Adam that the business in wheat, *i.e. the buying in India*, should be conducted on a basis of 2 per cent. of admixture; and by Mr. M'Dougall that *a Syndicate should be formed* to purchase and *export clean Indian wheats*, which latter we take to mean about the same thing, *viz.*, with the reduction of the present basis of 4 per cent. admixture in Bombay, and 5 per cent. in Calcutta, to 2 per cent.

"As the natural condition of Indian wheats is to contain about 5 per cent. of admixture of foreign matter on the Calcutta, and 4 per cent. on the Bombay side, the reduction of the basis to 2 per cent. of admixture will resolve itself either, first, into a discount of 3 per cent. and 2 per centrespectively in the price agreed upon in taking delivery of the wheat from the Natives, and shipping it in its natural state; or, secondly, it would necessitate cleaning the wheat down to 2 per cent. either by the sellers before delivery or by the shippers before shipment, thereby enhancing the cost, through loss in weight and extra cleaning expenses, by about 10½*d.* to 1*s.* per quarter on a price of about 34*s.*

"Notwithstanding, however, the replies of the English millers, as given in pp. 34-40 of the papers under consideration, experience has proved that buyers in this country are not prepared to pay the above premium, and when the offer is made to them of a lot of wheat at, say, 34*s.* f. a. q., or 34*s.* 10½*d.* in a cleaner state, the sale is invariably concluded on the f. a. q. basis.

"4th. When the question was first agitated, an Indian firm prepared and showed in the market a superior sample of No. 1 Club Bombay wheat, which they offered to sell, on a guarantee of its containing 94 per cent. of soft white wheat, not more than 4 per cent. red wheat, and the admixture of foreign matter *not* to exceed 2 per cent., at a premium of 9*d.* per quarter, and at times they have even offered it at only 6*d.* above f. a. q., but, with the exception of two cargoes sold for Ireland, they have never succeeded in selling more. Other shippers can speak of similar experiences, which would tend to prove that the impression of the trade is well founded, *viz.*, that buyers will give the preference to clean wheats, but will pay little or no premium for them.

"Whilst on this point, we may remark that the questions put to millers were of too vague and general a character to elicit replies much to the point. We venture to think that the replies to Question No. 3 would have been rather different if after, '*Would you use larger quantities if free from admixture and impurities?*' it had been added, '*Would you, in such a case, pay a higher price in proportion to the lower admixture, and also to cover cleaning expenses?*'

"We have it from millers themselves that they can clean wheat cheaper than shippers would charge them for doing this work, and that, *however clean the wheat may be delivered to them, they still have to clean it over again.* Besides, in buying f. a. q. they know about what they have to expect, and, whilst they are protected by arbitration from any inferiority in cases where they may be tendered parcels inferior to f. a. q., they have also the chance (not an infrequent one by any means) of getting delivery of a superior parcel without paying anything extra for it.

"It is also suggested, as a means of securing greater cleanliness in Indian wheats,—

"That wheat might be sold at home on analysis like seeds (Mr. Finucane's Report). That the Corn Trade Associations might be asked to fix the refraction on all sale contracts of wheat at not over 2 per cent. (Mr. Forbes Adam's letter to His Excellency the Governor of Bombay.)

"This question of selling wheat on a percentage rate of refraction has on various occasions occupied the attention of the Sub-Committee (Indian section) of the London Corn Trade Association, and has also been discussed by the General Committee of the London Corn Trade Association, but the principle so far has been considered impracticable.

"There is a great difference between selling seeds and wheat on analysis.

"1st. The quantity of any description of seeds sold is very considerably smaller than that of wheat.

"2nd. Seeds, especially linseed (by far the largest trade in seeds), show little variation in quality, and hence it is practicable in large parcels of linseed to have the analysis made on *one* average sample to determine the whole shipment. This, with the variations in quality, admixture, &c., &c., in wheat, almost from bag to bag, is *impossible*, and therefore it would be necessary for every small parcel of 50 tons or 100 tons to have separate average samples drawn, and have them analysed.

"3rd. In seeds, owing to the above slight variation in quality, a comparatively small sample is analysed; whilst in wheat a considerably larger sample will have to be analysed, and thus the cost will be greatly increased.

"The charge for analysing a sample of linseed is 5*s.*, whereas on wheat we believe it has not yet been done under 2*l.* 2*s.*, a very heavy charge on 50 tons or 100 tons of a poor article like wheat.

"4th. The quantity analysed being larger, it naturally will take much longer to analyse, and when in a large parcel of 2,000 to 2,500 tons of wheat something like 20 or 25 analyses will have to be made,

it can easily be understood that delay must follow, rendering the final settlements protracted and unsatisfactory.

"5th. Lastly and chiefly, seeds are not liable to weevil. Wheat is, and sometimes it suffers *most severely* from this inherent defect. How would the advocates of analysis deal with the weevil flour dust? If they take it as refraction it would be very unjust to the shippers, who, although they may have cleaned down and shipped in India a parcel containing only 2 per cent. refraction, may be called upon, through the wheat being attacked by weevil during the voyage, to allow on final settlement 5 per cent., and even 6 per cent. or 7 per cent. on refraction, besides making an allowance for quality, in consequence of the excessive weeviled condition of the said parcel. If, on the other hand, weevil flour dust is admitted *not* to be an heterogenous substance, how is it to be separated from the fine earth, sand, or other impurities?

"The selling, therefore, of wheat on the basis of percentage refraction is tedious, costly, and impracticable.

"One of the reasons of the present discussion is the desire to improve the condition of the Indian wheat trade; but whilst we believe that any sudden or violent change or Government interference would be injudicious and unadvisable under actual circumstances we have every faith in the slower and more gradual but surer improvement which every trade works for itself; and we believe that if a comparison were made of the condition in which wheat is now shipped from Bombay and Kurrachee, and that of ten to fifteen years ago, a very satisfactory rate of improvement would be perceptible in the cleanliness, grading, and general manipulation of present shipments of wheat.

"We cannot say the same of Calcutta, but the reason in this latter case is not far to seek, the development of railways in India having diverted from Calcutta to Bombay some of the finest qualities grown in the North-West and other up-country centres, which produce the cleanest kinds of wheat.

"Another reason put forward is the desire to develope the resource of India, and make it a more important wheat exporting country than at present. This would have been a reasonable view if it were found that owing to the unclean condition of Indian wheats India is obliged to carry a large stock at the end of the cereal year, which stock increased year by year owing to want of inquiry from the consuming markets. This, fortunately, is not the case, as all shippers receive in about March-April from Calcutta and Bombay, and in May-June from Kurrachee, information to the effect that wheat of the old crop is exhausted, thereby proving that India is able to place all the wheat she has available for export year by year.

"Seeing, therefore, that the natural condition at present of Indian wheats is to contain about 4 per cent. of admixture on the Bombay side, and 5 per cent. on the Calcutta; that, under the circumstances, it is not practicable to induce the Indian shippers to change their system of purchasing, and, instead of buying on the above natural refractions, to introduce an artificial basis of a 2 per cent. refraction; that buyers *practically* are not prepared to pay a *proportionately* higher price for cleaner wheats; that the system of selling on

analysis here is altogether impracticable and unadvisable ; that the conditions of the Indian wheat trade, although slowly, are gradually improving ; that India ships and sells all her wheat available for export year by year, and that her development, in this branch at least, is not prevented by the present condition of her wheats ; that the interference of Government in questions of contract as between seller to buyer is unadvisable ; our opinion is that it is not advisable or desirable to try and force sudden and radical changes in the natural condition of a trade, but that it is preferable to let the improvement come gradually out of the trade itself, taking it for granted that merchants, sellers and buyers, shippers and consumers, &c., are too keenly alive to their interests to allow any opportunity for improvement in their trade, when such becomes advisable, to pass by.

"W. VALE KING,
"Chairman."

Mr. H. C. Woodward (Liverpool Corn Trade Association).—My Lord, in addressing to you a few words on this subject, I am sorry to have to admit that there is a cleavage of opinion on the point at issue between London and Liverpool. We have listened to this memorandum, but there is a strong divergence of view on certain points of it. We ourselves, as you are evidently aware from your remarks, advocate a fixed standard for Bombay wheat more especially, and also of other kinds of wheat shipped from India, with a view of popularizing and increasing their consumption, and generally to benefit the trade. We found that in competition with the London standard, which was simply on the average of a month's shipment, our own fixed standard did not work so easily, because it is obvious that a seller would commit himself to a comparatively easy task in shipping wheat as good or clean as his competitors under the London standard, while in the other case he would have to hold himself bound to fixed conditions of cleanliness and proportions of various kinds of wheat. Therefore, our own standard did not make very much headway. Whilst we see the advantage of London making up the standard as a convenient focus for collection of samples, still we felt that as in Liverpool we handled two thirds of the Bombay wheat shipped to the United Kingdom, and four-fifths of the Kurrachee, our opinion ought to have some weight, and we ourselves see no difficulty while London makes up the standard, in fixing as a refraction for the purposes of arbitration, that 2 per cent. shall be the maximum admixture of dirt and of seed other than wheat in all shipments of Bombay wheat. We believe that if you improved the quality here, it would very soon be raised to meet the case in Bombay ; that if the Native found that his shipper there contracted to sell here on a certain basis, he would have to fit his contract to the contract made here, and in a short time the shipments would materially improve. The refraction fixed for Calcutta shipments might have to be more than 2 per cent., especially for shipments made in the autumn after the monsoon ; and in Kurrachee shipments a special allowance would have to be made for the admixture of barley which usually occurs in wheat shipped thence, but some definite maximum of impurities should be arranged for in all cases. We have found, more especially with regard to Calcutta, that later in the season the wheat comes in bad condition—what is known as "country damaged,"

and that ought to be met by the refusal to admit any parcels containing country damaged wheat into the London standards on any basis whatever. The basis of the standard ought to be sound wheat. It has rendered later shipments of Calcutta wheat, especially, extremely unpopular with our millers and buyers. As the Cardiff statement puts before you, "they don't know what they are going to get." If they buy for September or October shipment they find a much inferior article, and they are compelled to buy on the spot where they can select special parcels. We also think that the statement that buyers will not pay a better price for cleaner wheat is a somewhat exaggerated one, looking at the transactions on the spot. We quite admit for sales "to arrive," and a good deal is on that basis, it is not so easy to sale wheat on a special sample as it cannot be conveniently passed from hand to hand—and if you have a term like "No. 1 Bombay wheat," which is a recognized standard—it is easier to sell. But we maintain that there is a very large difference in the quality, and a very great many millers would give a preference to a clean wheat, and pay more for it. Our feeling is, that as you put it, my Lord, the f. a. q. is a very elastic term. We want to make f. a. q. a little tighter. The London Corn Trade Association in their memorandum on behalf of the shippers complain that they cannot get any higher price for parcels of clean wheat; we desire to frame such a contract as will provide that they shall at all events get rather a lower price for very dirty wheat. As the percentage of dirt will be less it will require rather more care in shipping, but in the interest of the miller, and in the long run the interests of the miller and of the merchant who handles the wheat are indentical, the thing would be more satisfactory. We think that the objections to the raising of the standard on the part of the London association are not well founded, and we think that the raising of the standard is both feasible and practicable. We doubt whether interference of the Government might be made available in this case. The only point is, whether an Adultration Act should be adopted on the same principle as a man is punished who sands his sugar, so a man who puts soil into his wheat should also be punished. But we doubt the wisdom of that from a commercial point of view. That is, however, more your province than ours, but we think that the raising of the standard will improve and consolidate the business.

Mr. H. Coke (President of the Liverpool Chamber of Commerce).—Mr. Woodward has said many things of the Liverpool trade which I would have said, and which I need not now repeat. With reference to this interesting document which has been read, it contains much that we can agree to, especially the last clause, which recommends that the trade should be allowed to settle this matter for itself. I am able from my personal experience to give the corn trade as assembled here, represented by the millers, the brokers, and importers of Liverpool, and the brokers and importers of London, a very important example of the same difficulty in the matter of cotton. Your Lordship will remember that, during the American war, Lancashire urged the Secretary of State to do everything that could possibly be done to make India supply clean cotton for the mills of Lancashire in the event of any such calamity occurring again at the American war; the the first point that was brought to the notice of the Government was, that it was necessary for the Government to interfere, and insist upon

the cotton being properly cleaned and properly shipped; so great pressure was brought to bear upon the Government at that time in the interest of the spinning trade of this country that your Lordship will remember a Cotton Frauds Act was passed. It gave rise to a great deal of irritation. All the reasons which may now be advanced why the Government should not interfere in the matter of adulteration of wheat were also urged at that time with regard to cotton, and eventually the Government repealed the Act. But what happen edimmediately after the Act was repealed? The trade took up the matter, saying, "We must protect ourselves from this fraudulent mixture, "and from this shipment of dirty cotton." The principal cause of the shipment of dirty cotton at that time was the form of the contract. The only basis upon which people would buy in this country was that of "fair." There was a standard of "good fair," another of "good," very seldom did you get a standard of "fine;" but, at any rate, "fair quality" was taken as a basis for all contracts. That "fair quality" was a very inferior quality.

As I have said before, there were three grades known to the trade, but the only way in which we could make contracts for arrival business was on the basis of "fair," so that if you shipped cotton to Liverpool a halfpenny or penny per pound better, it had to be delivered on the basis of "fair," and the seller got no allowance for it. The consequence was that if a merchant shipped to this country large quantities of good cotton, he could not sell it to arrive except at a great sacrifice. The better cotton had to be held, as the same class of wheat is now held, to sell on its own merits, and the trade lost the benefit of the arrival business. Wheat is now in exactly the same case. The importer who has encouraged his constituents to ship the best wheat loses the advantages of selling "to arrive," because, if he sells it, the contract must be on the "fair average quality," which is the basis of the trade. A very large quantity of our own wheat comes to Liverpool, and is sold on the spot at the price of Californian wheat, which is very nearly the best in the market; we cannot trade in wheat "to arrive" because the basis of trade is "fair average quality." This basis offers exactly the same premium on shipping poor wheat that the basis of "fair" offered on the shipment of bad cotton. What happened? The merchants, represented by an old Association called the India and China Trade Association, discussed this very point which we are discussing now, and agreed that the basis of the contract was wrong, but we could not get the trade to agree to any change in the form of contract. In fact, we were in much the same position as we are now in with the Corn Trade Association of London. However, a time came when the cotton crop turned out exceedingly bad, and sellers were "slated," by very large allowances. Exporters of cotton then came together and said, "We will have no more of this; we will bind ourselves to sell "on no other terms but mutual allowances." What then happened? The speculators in the article could never fulfil their contracts, because there was no exporter to sell on the old terms, and they were obliged to come to the new form of contract. It is quite forgotten that we ever lived under such a barbarous system. The standard of arrival business, my Lord, is now raised, not to "good fair," which is the one above "fair," but to "good." The greatest quantity of cotton is now shipped on the "good" standard, and the quality is

immensely improved, to the great benefit of everybody concerned in the trade. By some similar change in the form of the wheat contract we think that the same result would be obtained as regards the quality of that article. We perfectly understand that there is no intention on the part of the Government to hold over us a Wheat Fraud Act.

The Chairman.—No.

Mr. Coke.—If the gentlemen who drafted this document had had the experience which we had in cotton they would not advocate the maintenance of the present contract for wheat. Having been brought face to face in this matter, I think the corn trade of Liverpool and the corn trade of London will come together and continue to hammer at this business until it is satisfactorily settled.

Mr. J. H. Hubback (Liverpool Chamber of Commerce).—I have to speak to-day both as an importer of wheat into Liverpool to a large extent, and also as representing one of the largest local mills ; I am a member of the Board of Directors of the North Shore Mills, and have the authority of the Board to speak for them on this matter.

We use about 1,500 tons of wheat in the week, say, 70,000 tons in the year. The quantity of Indian wheat which we use at present is from eight to ten thousand tons in an average season. There can be no doubt whatever (I have made careful inquiry from the mill manager on this point) that this quantity could easily be doubled if we were sure that in buying f. a. q. "we knew about what we have to expect." I am quoting from the London East India Wheat Committee's reply to the India Office, just read.

The point is really that, after the month of August, or at any rate September, we do *not* know what we have to expect, and I think it is shown by the tables with which you have supplied us, relative to the admixtures in Bombay wheat, that, from an average of 2 per cent. in the months of August and September, the average goes down suddenly to 4 per cent., or rather over 4 per cent. in November. It is just this uncertainty which prevents millers, both the North Shore Mill and others, whose opinion I am also expressing, from buying Bombay wheat "to arrive" after August or September.

I would put it to the sellers of Bombay wheat whether they are not shutting themselves up to deal only with speculators. Speculators are, no doubt, a very desirable class of people, but they are only one set of buyers, while shippers could secure two sets—millers and speculators—if they cleaned their wheat more carefully. Further, I would say that I do not see any reason why good Bombay wheat, not only the choice, should not fetch approximately the price of Californian wheat, taking one season with another, if properly cleaned, and free, not only from earth, but from stones, which are also a great drawback. I may say here that I think there is one omission which has not been touched upon ; I believe the Liverpool form of contract is not mentioned in the London reply, nor even in the India Office reports.* A great many of the questions dwelt upon in the London reply are settled by the Liverpool contract ; for instance, the Bom-

* For copy of the Liverpool Corn Trade Association East India Shipment and Delivery Contract form and other papers, &c., see Appendix A.

bay shippers know very well that when they sell on the Liverpool contract they undertake to deliver the wheat in fair merchantable condition, and that engagement is very largely made by the shippers having houses in London as well as in Liverpool. Under these circumstances the weevil dust, and so on, is a seller's consideration. When the London East India Wheat Committee speak of "lastly and chiefly" they must be aware that the question of the wheat being attacked by weevil is dealt with under the conditions of the Liverpool contract, and that those conditions are largely accepted.

I must unhesitatingly advocate 2 per cent. refraction as being a fair basis of settlement. I think that all we want to do is to raise the basis; the basis is fixed in London, and on London standard, and if the basis is raised the whole question is settled.

The Chairman.—I understand that Mr. Manuel (of Ralli Brothers) cannot stay very long, and I therefore now call upon him.

Mr. M. B. Manuel.—My Lord, I have listened to the remarks made by the gentleman of the Corn Trade Association, and I have also listened to the gentleman from Liverpool, who remarked, amongst other things, that if those people who penned the report of the Corn Trade Association had had any knowledge of cotton they would not have penned it. I happened to have been in Bombay at that time representing the firm with the largest interest in cotton, and although I may not agree with what the Liverpool gentleman has said, I think that he has proved the case of the London Corn Trade Association, which simply says, "Our opinion is that it is not advisable, or "desirable, to try and force sudden or radical changes in the natural "condition of a trade, but that it is preferable to let the improvement "come gradually out of the trade itself." I think that it has been proved that the improvement in the cotton trade has come out of the trade itself.

The Chairman.—I hope that it was never understood that we intended to press legislation, or to enforce it upon the trade. My wish is to see what can be done in the trade amongst themselves.

Mr. Manuel.—There is a great desire that Indian wheat should come cleaner into this country, and that is the desire of everybody. If the gentlemen who deal in wheats want cleaner wheats, they can have them. What we say is that we ought to have the question widely canvassed and faced from all points. We find that, practically, when cleaner wheats are offered, they do not get the value, and if the trade is prepared to pay, as it has done in the cotton trade, they will get it finer—if they agree to pay more for it. Ralli Brothers constantly offer fine wheats, but we can never sell them.

Mr. Coke.—Mr. Manuel must have misunderstood what I said. His idea as to how the matter should be settled seems to agree exactly with the course that I recommended. I thanked your Lordship for bringing the trade together, and I added that when we had discussed it fairly in all its bearings we should get it satisfactorily settled.

Mr. John M'Dougall.—My Lord, I am disinterested in this matter. I neither buy wheat nor sell wheat, and I simply analysed the wheat on your behalf. But I should say that the recommendations that I put at the end of the Report were simply my own ideas in the matter. I

was requested by you, my Lord, to suggest any means that could be used for causing clean wheat to be brought here, and I suggested three courses,—one was the mutual arrangement between the trade that they should agree to a basis, and I suggested 2 per cent. ; that there should be others who should buy clean wheat as a Syndicate, if that was desirable, or that dirty wheat should not be allowed to come here. From the analysing of these samples, I should like to call your attention to one or two points which somewhat tend to show that it is not simply a matter of what the Native arrangements are, the harvest must be taken at one time, and therefore the quality for the season would be as the harvest was, but I find that the later shipments are altogether different in quality from the earlier shipments in the matter of dirt. I find that as to the quality of wheat, if a white sample is sold with a proportion of red, the proportion of red is very largely increased in the later shipments, and in many cases it is almost doubled. The proportion in the first months up to March was 21 per cent. and in July it was 40 per cent ; so that red grains have increased 19 per cent. in a very few months ; but I do not find that when a red sample with white is sold, that the white Berry, which is of greater value, is increased in the later shipments. I say there is no reason why this state of affairs should not be altered. The gentleman who has just sat down has said that if there is a demand for clean wheat the clean wheat will be sent. The gentlemen from Liverpool and London who are intimate with the trade know that there are two ways of dealing with wheat, one is the f. a. q., wheat to arrive, where I can quite see that there is a very great deal of difficulty in selling a special sample, because wheat bought forward is, as a rule, bought for cover, and it is desirable that the sale should be immediately completed as soon as the seller wishes to take his cover to avoid a loss. But if A wheat is put upon the stand with 1 per cent. or 2 per cent. of different percentage of admixture it makes all the difference. A miller puts his hand in the bag and criticises its value to 3*d*., and will give the increased value without the slightest doubt upon the increased quality or cleanliness But if it is buying the special sample on the c. i. f. terms, so that the sample has to be passed and the buyer knows that he may have to sell by wire, and that the sample would have to be sent with it, there is therefore a great difficulty. In the matter of quality, the miller knows what is just the price, and nothing more or less, and he calculates his dirt ; but in the c. i. f. parcel it is necessary that he should buy whatever quality is going, and therefore he does not buy the odd sample. From the present position of matters, how can the trade improve unless some action is taken to alter the terms of the contract I do not know, because if the fair average quality principle is to prevail there never will come a time when the matter can improve. It is to the disadvantage of the importer that he should ship for one season gradually improved qualities, because he has to deliver to his sellers without an increase in price, so that unless the terms of the contract are altered, I do not see how the gradual improvement is to come.

Mr. E. P. Maxsted (Hull Chamber of Commerce).—My Lord, I rather lost the point of the gentleman here on the right, Mr. Manuel "If you bring the proper quality of wheat to the market you will get your price for it." It has been my experience, and a very long experience, that those admixtures are simply made in order that the

shipper may reduce the wheat which he receives from the Natives down to f. a. q. point; that is, we have found in Egypt, and in the Black Sea, and in other places, years and years ago, that dirt was actually put in cargoes in order to have them passed as fair average quality before the Associations existed of having it defined as to what the percentage should be. Mr. Manuel has stated his side of the matter.

I remember, some 30 or 40 years ago, his principal, Mr. Ralli, coming down to Hull and advocating the question that linseed should be sold with a guaranteed admixture, and that has been adopted, and has worked exceedingly well ever since that time for the whole trade. I think that the millers who are here present, and who will tell you very much better than I can, that they would advocate cleansing the wheat on the other side, labour being very cheap, and thus save the expense of freight, as well as deterioration of the quality caused by admixture of dirt and other substances; and thus the trade would be carried on very much more smoothly than it is at present. We all know that when a parcel of wheat arrives and is fuller of dirt than the buyer expected, and especially if the market has gone against him, that there is a great deal of trouble to get it passed. If the basis of 2 per cent. were adopted it would be fair both to the buyer and to the seller. There is no necessity to have such a large difference as 4 per cent. in wheat, and I think that my friends, the millers, will bear me out in that. There is no reason, except in a very few districts in India where they thresh out on the ground, why there should be such a large percentage; and I, on behalf of Hull—and we import no small quantity of grain from India—will go heartily with the Liverpool people in trying to get the basis raised to 2 per cent.

Mr. Seth Taylor (President of London Corn Trade Association).—My Lord, I am quite sure that we appreciate the fact of your calling us together, not only in the interest of ourselves but also in the wish that you have to improve the growth of wheat in India. We accept your disclaimer that you are not going to dictate between the buyer and seller, which, I think, would be beyond the scope of our Legislature, whatever may be done in other countries, but I think that the limit to which the Government might interfere with advantage would be the prevention of wilful admixture of foreign substances in wheat in India. We must discriminate between what is naturally grown and is necessarily harvested with the wheat, and the system of mixing dirt with the wheat to bring it down to a standard below that which should come here. That, of course, one feels is a practice which might very fairly be made a penal offence. But that rests with your Lordship and the Government. I am quite sure that it would be to the interest of everyone if such an enactment could be passed. The difficulty there is in fixing a limit of 2 per cent. refraction is owing not only to dirt, but to the seeds of various kinds that are grown amongst the wheat. We have not only from India but from other countries foreign elements grown in the wheat, and to have a system of cleaning wheat at the port of shipment would add more to the cost of wheat than the buyer would give on the other side. However well it might be cleaned in India there would be still a necessity to clean it again on this side, and whether there were more

or less dirt, we should still have to clean it here. Of course there are a number of smaller millers who have not the necessary machinery, and they would like to have wheat which they could more easily use; and, speaking for both the London and Liverpool Associations, we shall only be too glad to consider the suggestions your Lordship has made, and to introduce any clause we feel would be practicable into our contracts which would attain the end of improving the growth of wheat in India and of giving greater satisfaction to the buyers. The admixture of red wheat with white is not such a serious matter. That of course is merely a question of different value. If we get more red the value of the wheat is diminished in proportion. You referred to the different amounts of exports from India from time to time. There is no doubt that the growth of wheat has increased very largely in India, but the amount of exports for any particular year depends upon the goodness or badness of the crops. From America we have had very little indeed this year, and you cannot tell from a particular year what the average growth may be. The gentleman from Liverpool, the President of the Chamber of Commerce, spoke of the analogy of cotton with wheat. They are analogous only to a certain extent, as the value of cotton and wheat is so very different. The question of mutual allowance which he suggested would be too vexatious and too troublesome, as it would involve the analysis of everything that came, and would be beyond the reach of practical politics and practical business.

Mr. Coke.—I did not propose that.

Mr. Seth Taylor.—The degeneration of quality was spoken to by Mr. M'Dougall. Well, the good wheat comes first, and as you get to the bottom of the pits, and as the stocks get shorter as the season advances, the inferior qualities get sent off. There is a certain allowance, for this even from the best exporting countries, and we cannot avoid it altogether.

Mr. W. E. Willson (Birmingham).—My Lord, I come from Birmingham, and have the honour of representing a large number of millers in the midland counties, and I have to say that this is to us a matter of very deep interest, and the more so to millers away from the seaports, for this geographical reason,—we being in the centre of England have a very heavy rate to pay before we can get wheat from the seaports into our mills. The railway rate from London by all the railways is 13s. 10d. per ton to Birmingham, and 14s. 2d. to Wolverhampton, I speak under correction, but only perhaps to the extent of 4d. per ton. The rates from Liverpool are 11s. 3d. and 12s. 6d. respectively, the rate from Hull is 13s. 10d. or 14s. 2d. Now it needs no advocacy on my part to say that it is a positive necessity to have the purest wheat that we can lay our hands on, so that we shall not have to pay carriage which amounts to two-thirds of the average rate from Bombay to this country. 20s. may be taken as an average rate to this country, and yet for the 112 miles distance from London, and the greater part of our Indian wheat comes through London, we have to pay 13s. 10d., the same rate which is levied upon the finer description of flour from Vienna, Trieste, America, or any part of the world. We do feel it a very great hardship that we should have to pay for this percentage of dirt, when we have to pay this high rate of 13s. 10d. per ton. To some people it may seem a small matter, but

every 2½ per cent. of dirt means 1d. per quarter to us in carriage only. I have heard with much pain that millers do not understand their business. I do not like to have it said that I know so little of my business that I am not willing to give more for a clean sample than a dirty one. If gentlemen choose to confine their business transactions to buying months and months in advance, I grant that a different state of things comes in, but we as millers buy our wheat beforehand to manufacture a certain grade of flour, and we find that the wheat is at times of such an inferior quality that we cannot manufacture the flour out of it. We in the Midlands are not like Mr. Taylor, who is a merchant as well as a miller, and who can deal in Mark Lane just as easily in wheat as flour, whereas we should have to pay a commission for a sale in the market, and have to go to the market again to replace the wheat that came in unfit for the purpose for which we buy it. There is another matter alluded to in the report of the London Association, and that is with regard to the weevil. We know that it is a most noxious insect, and every one connected with the grain trade has had a great deal to do with the weevil.

But the best way is to clear us of the ravages of the weevil, as weevils are shipped in the bags of wheat. The percentage of weevil in the wheat has grown so enormously that the value of wheat has deteriorated, not 2½ but 5 or 10 to even 15 or 20 per cent., so much so that we cannot use wheat which has been weeviled, not only on account of the loss of flour out of it, but also on account of the condition of the wheat, for we find that the weevil has eaten the grains. It is not a shipper's question; we do not buy the wheat free on board, we buy it to arrive here. Messrs. Ralli should not complain, but do their best to clear us of the ravages of the weevil (laughter); and I say that this difficulty, with regard to the inferior quality of the later arrivals, precludes a great number of millers, most certainly in the Midland counties, from entering into contracts which they otherwise would desire to do, because no amount of compensation which they get from arbitration makes a sample of wheat which comes up unfit for their particular manufacture of equal value to them as what they bought.

The Chairman.—I should like to hear Mr. Appleton, who is here on behalf of the Millers' Association.

Mr. R. H. Appleton (Stockton-on-Tees).—My Lord, on behalf of the National Association of British and Irish Millers, I have pleasure in responding to your call. In the first instance, my Lord, you thanked the gentlemen here present for attending on an occasion of this kind, but I think we ought to thank you for calling us together on such an important subject as that of Indian wheat. Our wheat supply is a question of deep importance, not only to yourself and to the gentlemen present, but also to the nation at large. If you look for a moment at the present position of our agriculturists you will see that, year by year, they are growing less, and our wants are growing greater, and the question is how is that interregnum to be filled up. It is very natural to look to our own colonies for what we require to as great an extent as possible, and we have been looking for a great number of years to India as the most likely country to supply wheat for England. With regard to the quality of Indian wheat, having used it

personally from the beginning, I can safely say it would be a great deal better if it were better cleaned. There is a very great loss to the millers in the way that it is now so filled with dirt. You must know, my Lord, that there are about 7,000 to 8,000 millers in the United Kingdom ; but, owing to the foul state of the Indian wheat, I do not think there are above 700 or 800 millers who use it. It is very unsatisfactory to the smaller miller, because he cannot grind Indian wheat, and he cannot sell it, simply on account of its foul state. If the wheat was in a better condition every miller in England would then use it, which he cannot do at the present time. There is no difficulty at all in saying to the shipper, you shall not ship more than two per cent. of foul matter with the Indian wheat ; if that were done it would come very much more into general use among the smaller millers, who, I believe I am correct in saying, are doing a large proportion of the business of the country. There is another question, and it is a most important one, that is, you cannot clean a great portion of Indian wheat, except through water. If you put wheat through water, you, to a certain extent, destroy part of its properties. Some wheat you may clean with screens, but others you cannot, and therefore it would be an immense advantage if in any way it could be managed so as to ship the wheat from India in a better and cleaner state. I do not wish at all to enter into controversial points about the charters and those other questions, but simply as a miller. I have to thank you most heartily for bringing this matter before the merchants and millers of England, and I do hope that beneficial results will accrue from this meeting to-day.

Mr. Arthur Baker (Bristol).—My Lord, I am sorry to have to stand up to dispute the reasons for not using Indian wheat which have been given by the gentleman who comes here as representing the Millers' Association of England ; but, for my own part, I am bound to say I do not at all agree with all that Mr. Appleton has said. I do not wish now to enter into the controversial subjects as to the modes of cleaning Indian wheat, or as to the advantage or disadvantage of washing wheat. It is a subject on which apparently I should not agree with Mr. Appleton, but I would merely state this, that my firm are large users of Indian wheats, and, however clean the wheat of India came to this country, we should not be able to use any more of it. The use of Indian wheat, as far as England is concerned, is restricted by the want of proper provision for cleaning it, and, if the mills are properly furnished for dealing with Indian wheat, other English millers will find no more difficulty in using it than we do. There are conditions appertaining to Indian wheat which prevent its being used in some districts of England to so large an extent as in others. I refer to its quality for use in baking. It is well known that Indian wheat differs very largely in quality, and very largely in nature, and the wheats that suit the public of one part of England do not suit the public of another part of England. My own experience is, trading as I do over a great part of the South and Midland counties of England, that flour which is suitable for one portion of my trade is utterly unsuited for another portion of it, and it is this consideration, more than any other, that restricts the use of Indian wheat in my own mills and in other large mills. My Lord, I quite agree with the remarks that have been made by Mr. Seth Taylor, and I do not think that I can add anything that will give

force to those remarks. But there are one or two points which have not been noticed that I would ask your Lordship's attention to for a moment. I think, my Lord, you yourself stated—it is stated in some of the papers before us—that the Indian wheats that are sold in this country are not saleable in France, and in other continental countries, by reason of their impurities. If I know anything of the corn trade, that is not the fact. My knowledge of the corn trade goes to show that Indian wheats that are easily saleable in England are just as easily saleable on the Continent.

The Chairman.—I do not think that I made such a remark.

Mr. A. Baker.—I beg your pardon if you did not, but it has been stated here to-day. I think I am right in saying that it has been stated that Italy and France did not take Indian wheats by reason of their impurities.

Mr. John M'Dougall.—I have made the statement that Italy, France, and Belgium are buyers of the better class of Indian wheats.

The Chairman.—I find that I did make the statements, and I am quite willing to give my authority.

Mr. A. Baker.—I think further inquiry will prove that this is not the case, that the same qualities saleable here are dealt in equally largely on the Continent. My own experience is this, in buying a cargo of Indian wheat I take care to have in my contract a stipulation for continental option because, if I wish to resell, the continental buyer is as free and eager a buyer as any we have in England. Then the depreciation in quality towards the end of the season, has been spoken of as though it appertained only to Indian wheat. Mr. Taylor pointed out, and I wish to emphasize the fact, that that deterioration goes on, not only in Indian wheat, but in wheat from every country of the world. I do not think that you can point to a single country from which we obtain wheat where the quality does not go down at the end of the season. Mr. Willison spoke of cleaning wheats at the port of shipment to prevent them being weevilled. Now those who have handled weevilled wheats, and who have had experience in storing wheats, will tell you that no cleaning at the port of shipment will get rid of the weevil. The dust, no doubt, may be lessened to a certain extent, but the question is, whether that lessening would not be produced in India at a greater cost than the chance of improvement is worth to the English buyer. However much you clean to prevent weevil, the English buyer would have to look specially to the risk of the wheat arriving in a weevilled condition, and he would not be willing to give the same price as for wheat which is not subject to weevil. I have no objection to raising the standard of Indian wheat.

As a miller I buy my wheats on their relative values as I expect them to come. I know very well that at certain times I must not give the same price for Indian wheat as I should at other times of the year, but it is perfectly useless to make a standard for Indian wheat which is not practicable in the trade. If any one will examine the conditions of the growth of Indian wheat and the way in which it comes forward, they will find that, while a 2 per cent. refraction clause may be very suitable to the Bombay district, it may not be suitable to other districts. It is a well known fact that, in a large part of India, wheat and other grains

and seeds are sown together in the same fields, with the object, as I believe, of securing to the Native either a crop of wheat or a crop of gram, or something else. He cannot make sure of his seasons, and therefore he takes care to make sure of, at any rate, one crop, and I believe that is the reason why the wheats of some districts contain so much more seed than do the wheats of other districts. As far as the dirt itself goes, I think that the analyses given by Mr. M'Dougall will show that the amount of dirt and dust in very few cases exceed what we have often found in the wheats of other countries, something like 1 to 2 per cent. and Mr. Seth Taylor has very rightly pointed out that, however much the wheat may be cleaned abroad, it will have to go through, in the hands of the millers, exactly the same process of cleaning as now ; and, therefore, I think it is quite possible that, by imposing restrictions upon the trade which are not practicable, millers may find that they have to pay for their cleaner wheats more money than they are worth to them in comparison with the wheats that are now shipped. I am speaking from my own practical experience, but I know that a great many millers will not agree with me.

Mr. John Weston (Bristol Chamber of Commerce).—My Lord, I fear that Mr. Baker's remarks may have created a false impression of our views in the Bristol Channel. Mr. Grace and myself are deputed to represent the Bristol Chamber of Commerce, and having consulted many of the small millers in Bristol and the neighbourhood on this question, we find they differ entirely from Mr. Baker. That gentleman has gigantic flour mills fitted with the most elaborate machinery, and only represents himself. We in Bristol are thoroughly in accord with the recommendations of this interesting paper sent us from the India Office, and the Bristol Chamber considers that if by any possibility—we do not know how—Indian wheat can be imported here with only 2 per cent. of foreign admixture, it would not only largely increase its sale in our district, but considerably enhance its value.

Mr. Charles J. Procter (President, Liverpool Corn Trade Association).—My Lord, I have no doubt it has passed through your mind that we are embarked upon a sea of trouble. We have so many different opinions, whereas we should be united. But speaking as being in close touch with the bulk of our large northern millers, both from Liverpool and Hull, I may say that the Indian wheat trade itself is suffering very much from the present system of standards. In fact, we are liable to unexpected disasters, especially towards the end of the season. We may buy wheat to get something fair, and yet may have to receive possibly what is considerably damaged, owing to the standard being made up from actual shipments, and may have to take it without sufficient allowance. There is also the amount of dirt, and, as you would see by the various percentages in the Calcutta and Bombay wheat standards, there is a sliding scale for 2, 4, 6, and 8 per cent. backwards and forwards. What is a miller and buyer to expect ? He does not know, and he buys with extreme caution. The largar millers are able to deal with this question a great deal better than the smaller millers. If we elevate the standard we at once elevate the price of Indian wheat. It may not be observable at once, as comparisons are difficult, but with 2 per

cent. refraction on Bombays, they would occasionally be on a par with Californians, and, as compared with other wheats, would at once command a higher value.

This question has arisen frequently, but unfortunately, owing to the lack of cohesion on the part of buyers and millers, it has been very difficult to treat with. Frequently we have talked the matter over in our Association at Liverpool, and tried to bring about a change in the standards with the London Association, but there has never been sufficient force to make any alteration, and I only hope that the effect of this meeting may be to so open the eyes of all that we may arrive at some satisfactory conclusion as to the making of a London standard which will practically meet all the difficulties of the case. The question of analysis, although it has been referred to as a very difficult one, may perhaps after all not prove to be the bugbear that some imagine. Analysis might prove an expensive matter, but the idea is not so much to obtain scientific accuracy as to get an approximate result, and to gradually elevate the standards.

The Chairman.—I will now ask Mr. Harrison Carter, of the London Chamber of Commerce, to favour us with his views.

*Mr. J. Harrison Carter** (London Chamber of Commerce).—My Lord, I was not expecting to be called upon to speak to-day, but I shall add my few words to the discussion with very great pleasure, but with a certain amount of hesitancy. It seems to me that the discussion has turned too much perhaps on really a trade aspect, and that it would have been probably better if a patriotic view had been taken on this question. It seems to me important for our national interests that this enormous importation of wheat from one of our greatest possessions should come to this country in the best and purest state. Now, my Lord, my qualification for addressing this meeting to-day is, I believe, based on the fact that I have taken some part in introducing into this country the modern system of milling. Well, my Lord, I am astonished beyond measure at the uncompromising document put forward by the London Corn Trade Association. But, my Lord, I am glad to say that that document has been spoken to in a far less uncompromising, in fact in a very liberal, spirit by one of the Association, Mr. Seth Taylor, and therefore I do hope that the uncompromising nature of the document may not be carried to its fullest extent. Now, with regard to the system of cleaning Indian wheats to which Mr. Baker has referred, I think that Mr. Baker himself will acknowledge that it is only comparatively recently that he has been able to carry out a satisfactory method of cleaning these wheats, and that even now that system is not perfect. But, my Lord, though I have not myself constructed machines for cleaning Indian wheat, in furnishing and erecting mills, and in carrying out contracts, I have had to select those that I thought best. A short time ago I had to fit up a mill in Bombay, and I sent out the very best wheat cleaning and washing machinery that I could. But even the millers in Bombay were not satisfied with that machinery. Only quite recently I completed a large contract in Calcutta, and I was told by the millers there that they would not require wheat cleaning machinery, because they could purchase their clean wheat.

* See also letter from this gentleman, Appendix D.

Well, my Lord, only within the last few weeks I have had my first letter from the engineer in charge of the erection of that mill. He says :—" We have started the mill. We have had a very satisfactory run. We have been working eight days, ten hours a day, but the ' break ' flour is not clean, it seems impossible to get it clean." My Lord, that is because they would not take the wheat cleaning machinery which I had recommended them. But I should add, so certain was I that they would find themselves in very great difficulties if they did not have this machinery, that I kept every mail writing to them and impressing upon them the fact that they must have it, and at last they sent me a telegram ordering it, and my foreman says, " We shall never get this flour cleaned till the machinery arrives. " Well now, if they cannot in India—where they tell me they could procure clean wheat—if they cannot procure them there, how is it to be expected that persons in England, buying through merchants in India, can obtain them ? I can speak with perhaps a greater knowledge of the millers of this kingdom even than the Corn Trade of London, because my business has taken me over the whole kingdom, and some of the largest and most extensive millers in the kingdom at the present time have, I think I may safely say, never used a cargo of Indian wheat, simply because they have found the quality unsatisfactory unless the dirt was abstracted from it, and they have found in using Indian wheat that with the most perfect machinery it is impossible up to the present time to get a perfect cleansing of that wheat. I could say much more, but I have already, occupied too much of your time. I think that the London Corn Trade Association would do well if they would listen to the words spoken from Hull and Liverpool and from the millers of this country, and would try to do something to wipe out the effects of this uncompromising document.

Mr. P. J. Nicolas.—My Lord, may I say one word as a Calcutta shipper. We quite agree that the wheat ought to be much cleaner than it is, but this is entirely a question of price. If buyers in this country will only pay the additional cost of cleaning the wheat in India they shall have it cleaned. My firm at one time were told that if we sent clean wheat into this country we shall not only get a fine price, but establish a great name, and accordingly I bought a machine here costing some 30*l.* or 40*l.*, and sent it out to Calcutta. We cleaned a small quantity there every day and shipped it when it was ready, but the result was that when this wheat was put on the stands in London it fetched very little more than the wheat that was sold " as fair average quality." The millers and others simply stated " We cannot afford to pay for it," and they say so still. If you will ask Mr. Taylor or any of the other large millers, they will tell you that they must clean the wheat here, and by having it cleaned at the other side as well they are practically paying for having it cleaned twice over. The whole thing resolves itself into a question of price. If consumers here are willing to pay for the double cleaning they can have it double cleaned.

My firm will any day make a contract for wheat cleaned down to 2 per cent., if the buyers here will only pay the price of cleaning down to that percentage.

There has been some misapprehension about the linseed question. I happen to know something about linseed.

It is stated in one of the papers that your Lordship put forth that linseed has improved in cleanliness lately. Undoubtedly it is cleaner than it was 20 or 25 years ago, but the crushers here took it into their heads, as some of the Liverpool Association are doing now with wheat, that they would like to get nearly pure linseed without mutual analysis, and that they would run the chance of getting it cleaned as they did before and at the same price. The consequence has been—some of the gentlemen in the room can bear me out—that the seed has for the last two or three years come in much dirtier. We have gone away from the mutual analysis basis, and we are coming back to dirty seed again. So that it is a question of price both in wheat and in linseed. If you pay us for what we ship, you will have a good quality, but if you do not, whatever agreements we may come to otherwise will fall to the ground.

Mr. A. R. Grace (Bristol Chamber of Commerce).—My Lord, I can scarcely agree with the remarks of the last speaker. He has spoken about cleaning the wheats. I think what we really want is to prevent the putting of the dirt in, and let us bring the wheat clean from the Natives and ship it in its purity, it would then not require cleaning.

*Mr. Samuel Smith** (Sheffield).—My Lord, I happen to be situated between two seas, about equi-distant with Hull on one side, and Liverpool on the other, and I should be very glad to pay something extra for the clean wheat. I find in the Report, of which you have kindly sent me a copy, in answer to a question, "Whether the millers "approved of a form of contract limiting the admixture of dirt, seeds, "and grain other than wheat to 2 per cent.; how many approved of it?" *There were* 429, and how many disapproved of it? I find there were *four*, and I presume the four had all got good cleaning machines. I have got the best cleaning machinery that I can find, but still I shall be very glad indeed to have the wheat coming to me ready cleaned. I have the sea 60 miles distant on one side, and 70 miles on the other, and it is a serious thing for me as it is for every one in our insular position to get wheat to our mill, and then to find that we cannot use it when we have got it there. We could not find a market for it if we got it home and it did not suit us, we should have to send it back to the ports, and to get what we could for it. I have known an instance in which a miller bought a large quantity of wheat, and under arbitration he was obliged to take it, and it ruined him. These considerations are not applicable to those who are near the ports. These gentlemen who live at the ports, and who have got good cleaning machinery, can deal with it with one cleaning, I suppose; but I am in the habit of using about 100 tons of Indian wheat per week, and I clean it all twice. I have to clean it twice, and as to the gentlemen who said that if we will pay for clean wheat we shall have it, I for one should be very glad to have it, and then I shall have to clean it only once. I have to give it a separate cleansing; and we have to put some of it through water, and the water gets into the percolations that the weevils have made, and it

*See also letter from this gentleman, Appendix E.

damps the starchy part of the wheat, and sometimes renders it almost unfit for use ; and it is a grief and trouble that we on this side have to endure. I could not suggest any manner in which those people abroad could manage their business better. I do not suggest that the ryots will clean it better than they do, because they have not the means. Perhaps the buyer who collects it between where it is grown and the port may have some difficulty, but is there any reason why the shippers should not have it graded, the same as they do in America? and if they can enhance its value, and turn the dirt out, and make it 5 per cent. better, I will give more than they will have to pay for the cleaning. I can hardly understand this Report where it says that people will not give more for clean wheat than unclean wheat. I always thought that the millers were obliged to be a little 'cute if they are to live at all, and it is an extraordinary thing to me if millers will give the same price for inferior wheat that they do for clean wheat. Another advantage of cleaning the wheat would be that Mr. M'Dougall may lose his calling, we should not want any analysis. If we got wheat clean, we could not have anything better, and we should be satisfied to be saved the trouble of cleaning, and we should be able to value the wheat. I, as a user of Indian wheat, think very highly of it, and I should use more of it than I do but for the difficulties that we have, and especially, as one gentleman who spoke before said, the difficulty of getting out the stones. I do not believe that difficulty is quite overcome yet, but it is very much improved. I believe that the thing is advancing. We have been told that the Indian wheats have been improved in shipment. There has been much improvement, from what I have seen, in from ten to fifteen years. That is a favourable augury. That shows that they are capable of improving it, and it remains for them to try to do it better. I think that the buyers, to a great extent, have the question in their own hands. If we as millers were to say we will only buy clean wheat of a particular class and have no other, I think that the sellers, in their interests (and no one knows their own interests so well), would give us all that we ask for. I am satisfied that it would be better for them and for us. It cannot be of any value to them to send me 36 stones of Indian dirt to Sheffield, where we have enough of that already, and ask me to pay the price of good wheat for it.

Mr. M'Dougall.—Perhaps I may be allowed to reply to Mr. Smith who said that I should lose with reference to the analysis. Well, I have no calling of that sort.

Mr. J. H. Todd (London Corn Trade Association).—Objection has been taken to what is called the uncompromising nature of the London Corn Trade Association reply. Well, we have looked into this matter most carefully, and we have done our best to meet the views contained in the Report which your Lordship has favoured us with, but we find insuperable difficulties in the course of the trade, and nothing dropped to-day has shown us how to get over them. I am perfectly certain, as a Bombay merchant (and I can speak not only for them but for the Calcutta merchants), that the moment any practical suggestion is made whereby our trade may be improved, and either our profits made larger, or our losses smaller no one would be more glad to receive them than we should.

The Chairman.—Well, gentlemen, I have heard this discussion with the greatest interest. I did not expect that you would come at once to a unanimous resolution, or that you would come to a resolution at all here. That is not the object of this meeting. The object was to have a fair and free discussion upon this very important matter, and I think you will all admit that we have had a very fair and free discussion.

(The proceedings then terminated.)

Note.—The report of the above proceedings has been corrected throughout by the several gentlemen who addressed the meeting on the occasion.

APPENDIX A.

No. 20.—EAST IDNIA SHIPMENT AND DELIVERY CONTRACT.

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED.

LIVERPOOL, *25th May*, 1889.

We have this day sold to *A.B.** on the terms of the Printed Rules of the Liverpool Corn Trade Association, Limited, and the Clearing House Regulations relating to Margins,* *about one hundred tons Number One Bombay wheat, London Standard*, at 6*s.* 6*d.* per 100 lbs., *say six shillings and sixpence.*

To be of fair average quality at the time and place of shipment.

June $\frac{and}{or}$ *July* shipment from *Bombay viâ Canal* to Liverpool, per steamer or steamers.

To be delivered, ex quay $\frac{and}{or}$ store, at Seller's option, in fair merchantable condition; a slight dry warmth and slight weevilling not to be objected to. Importer's bags for Seller's account.

Particulars of shipment shall be declared by the first Seller to his Buyer before the vessel named has appeared in the Bill of Entry, unless the vessel brings its own advices, in which case an extra day shall be allowed. All declarations shall be made for shipments by steamers within thirty-five days, and for shipments by sailing vessels within fifty days after the date or month of shipment named in the Contract, or if more than one month is named, then after the actual month of shipment. If the Seller shall make default of declaring within the period above named, the Buyer shall have the right of closing the Contract by invoicing the grain back to the Seller, at its market value, such maket value to be settled by abitration, and it shall also be in the discretion of the Arbitrators to award damages, if any, not exceeding 5 per cent. of such value, according to the special circumstances of the case. There shall not be more than two separate declarations on each 2,500 centals of grain. In case of re-sales, a copy of first declaration shall be accepted by Buyers if pased on in due course.

Ship damaged or sea-water damaged grain may be rejected, and the Contract, so far as regards the quantity rejected, shall be at an end.

In the event of the grain declared, or any part thereof, being

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* The portion of the above form filled up in writing is shown in *italics*.

prevented from arriving by perils of the seas, the Contract, so far as regards such grain, shall be at an end.

In case of prohibition of export, blockade, or hostilities preventing shipment, this Contract, or any unfulfilled part thereof, shall be at an end.

Seller to pay *our* brokerage of *half* per cent., Contract cancelled or not cancelled.

Bill of Lading to be considered proof of date of shipment in the absence of evidence to the contrary.

Any separate parcel declared in partial execution of this Contract shall be considered as if shipped under a separate Contract.

If the grain tendered, or any part thereof, is not in accordance with the Contract as regards quality $\frac{\text{and}}{\text{or}}$ condition, the Arbitrators shall award that the grain be taken with an allowance, or be invoiced back to the Seller at the market price of the grain contracted for on the day of arbitration, in either case with or without a penalty, not exceeding 5 per cent. on such price, according to the special circumstances of the case.

If at the time of tender the standard for the month's shipment has not been made up, the Arbitrators may decide on the last previous available standard, or on such other evidence as they may think fit, whether or not the grain is to be invoiced back to the Seller, but the price at which it is to be invoiced back shall stand over until the standard for the month in which the grain was shipped has been made up, and shall then be decided by arbitration, according to the price of the day of the former arbitration. Any claim of the Buyer to an allowance from the Contract Price shall also stand over, and be decided by arbitration in like manner.

Payment, as per Rule 8, allowing interest equal to three months from date of being ready for delivery.

This Contract is made between yourselves and ourselves and not by or with any person, whether disclosed or not, on whose instructions or for whose benefit the same may have been entered into.

(Signed) C. D.

No. 20.—EAST INDIA SHIPMENT AND DELIVERY CONTRACT.

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED.

LIVERPOOL, 25*th May*, 1889.

We have this day bought from C. D., on the terms of the Printed Rules of The Liverpool Corn Trade Association, Limited, and the Clearing House Regulations relating to Margins, *about one hundred tons Number One Bombay wheat, London standard*, at 6*s.* 6*d.* per 100 lbs., *say six shillings and sixpence.*

To be of fair average quality at the time and place of shipment.

June $\frac{\text{and}}{\text{or}}$ *July* shipment from *Bombay, viâ Canal* to Liverpool, per steamer or steamers.

To be delivered, ex quay $\frac{\text{and}}{\text{or}}$ store, at Seller's option, in fair mer-

chantable condition ; a slight dry warmth and slight weevilling not to be objected to. Importer's bags for Seller's account.

Particulars of shipment shall be declared by the first Seller to his Buyer before the vessel named has appeared in the Bill of Entry, unless the vessel brings its own advices, in which case an extra day shall be allowed. All declarations shall be made for shipments by steamers within thirty-five days, and for shipments by sailing vessels within fifty days after the date or month of shipment named in the Contract, or if more than one month is named, then after the actual month of shipment. If the Seller shall make default of declaring within the period above named, the Buyer shall have the right of closing the Contract by invoicing the grain back to the Seller, at its market value, such market value to be settled by arbitration, and it shall also be in the discretion of the Arbitrators to award damages, if any, not exceeding 5 per cent. of such value, according to the special circumstances of the case. There shall not be more than two separate declarations on each 2,500 centals of grain. In case of re-sales, a copy of first declartion shall be accepted by Buyers if passed on in due course.

Ship damaged or sea-water damaged grain may be rejected, and the Contract, so far as regards the quantity rejected, shall be at an end.

In the event of the grain declared, or any part thereof, being prevented from arriving by perils of the seas, the Contract, so far as regards such grain, shall be at an end.

In case of prohibition of export, blockade, or hostilities preventing shipment, this Contract, or any unfulfilled part thereof, shall be at an end.

Seller to pay *C.D.'s* brokerage of *half* per cent., Contract cancelled or not cancelled.

Bill of Lading to be considered proof of date of shipment in the absence of evidence to the contrary.

Any separate parcel declared in partial execution of this Contract shall be considered as if shipped under a separate Contract.

If the grain tendered, or any part thereof, is not in accordance with the Contract, as regards quality $\frac{\text{and}}{\text{or}}$ condition, the Arbitrators shall award that the grain be taken with an allowance, or be invoiced back to the Seller at the market price of the grain contracted for on the day of arbitration, in either case with or without a penalty, not exceeding 5 per cent. on such price, according to the special circumstances of the case.

If at the time of tender the standard for the month's shipment has not been made up, the Arbitrators may decide on the last previous available standard, or on such other evidence as they may think fit, whether or not the grain is to be invoiced back to the Seller, but the price at which it is to be invoiced back shall stand over until the standard for the month in which the grain was shipped has been made up, and shall then be decided by arbitration, according to the price of the day of the former arbitration. Any claim of the Buyer to an allowance from the Contract price shall also stand over, and be decided by arbitration in like manner.

Payment, as per Rule 8, allowing interest equal to three months from date of being ready for delivery.

This Contract is made between yourselves and ourselves and not by or with any person, whether disclosed or not, on whose instructions or for whose benefit the same may have been entered into.

(Signed) *A.B.*

Adopted 7th December. 1887.

Entered at Stationers' Hall, and sold only at the Clearing House of the Association.

No. 21.—EAST INDIA SHIPMENT AND DELIVERY CONTRACT.

LIVERPOOL STANDARD. MUTUAL ALLOWANCES.

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED.

LIVERPOOL,_____18 .

We have this day sold to _____, on the terms of the Printed Rules of the Liverpool Corn Trade Association, Limited, and the Clearing House Regulations, relating to Margins,_____

at _____ per 100 lbs._____

To be equal to the Official standard_____adopted by, and in force with, the Liverpool Corn Trade Association, Limited, at this date.

_____ shipment from _____

vid _____to Liverpool, per steamer or steamers_____

To be delivered, ex quay $\frac{\text{and}}{\text{or}}$ store, at Seller's option, in fair merchantable condition ; a slight dry warmth and slight weevilling not to be objected to. Importer's bags for Seller's account.

Particulars of shipment shall be declared by the first Seller to this Buyer before the vessel named has appeared in the Bill of Entry unless the vessel brings its own advices, in which case an extra day shall be allowed. All declarations shall be made for shipments by steamers within thirty-five days, and for shipments by sailing vessels within fifty days after the date or month of shipment named in the Contract or if more than one month is named, then after the actual month of shipment. If the Seller shall make default of declaring within the period above named, the Buyer shall have the right of closing the Contract by invoicing the grain back to the Seller, at its market value, such market value to be settled by arbitration, and it shall also be in the discretion of the Arbitrators to award damages, if any, not exceeding 5 per cent. of such value, according to the special circumstances of the case. There shall not be more than two separate declarations on each 2,500 centals of Grain. In case of re-sales, a copy of first declaration shall be accepted by buyers if passed on in due course.

Ship damaged or sea-water damaged Grain may be rejected, and the Contract, so far as regards the quantity rejected shall be at an end,

In the event of the Grain declared, or any part thereof, being prevented from arriving by perils of the seas, the Contract, so far as regards such Grain, shall be at an end.

In case of prohibition of export, blockade, or hostilities preventing shipment, this Contract, or any unfulfilled part thereof, shal be at an end.

Seller to pay _____ Brokerage of_____ per cent., Contract cancelled or not cancelled.

Bill of Lading to be considered proof of date of shipment in the absence of evidence to the contrary.

Any separate parcel declared in partial execution of this Contract shall be considered as if shipped under a separate contract.

If the Grain tendered, or any part thereof is, as regards quality, and or condition and or admixture of dirt, inferior to the Standard, the Arbitrators shall award either that the Grain be taken with an allowance or be invoiced back to the Seller at the market price of the Grain contracted for, on the day of arbitration, in either case with or without a penalty not exceeding 5 per cent. on such price, according to the special circumstances.

A difference in value of one penny per cental, or less, shall not entitle Buyer or Seller to any allowance, but this stipulation shall not be taken into account should the difference in value exceed one penny per cental. Should the quality of the Grain tendered be superior to the Standard by more than one penny per cental, the Seller shall be entitled to an increase of the price, such increase not in any case to exceed two pence per cental.

Payment, as per Rule 8, allowing interest equal to three months from date of being ready for delivery.

This Contract is made between yourselves and ourselves and not by or with any person, whether disclosed or not, on whose instructions or for whose benefit the same may have been entered into._____

No. 21.—EAST INDIAN SHIPMENT AND DELIVERY CONTRACT.

LIVERPOOL STANDARD. MUTUAL ALLOWANCES.

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED.

LIVERPOOL,_____ 18 .

We have this day bought from_____, on the terms of the Printed Rules of the Liverpool Corn Trade Association, Limited, and the Clearing House Regulations relating to Margins,_____,

_____

at_____per 100 lbs._____

To be equal to the Official Standard_____adopted by, and in force with, the Liverpool Corn Trade Association, Limited, at this date.

_____ shipment from_____

*vid*_____to Liverpool, per steamer or steamers_____

To be delivered, ex quay $\frac{\text{and}}{\text{or}}$ store, at Seller's option, in fair merchantable condition; a slight dry warmth, and slight weevilling not to be objected to. Importer's bags for Seller's account.

Particulars of shipment shall be declared by the first Seller to his Buyer before the vessel named has appeared in the Bill of Entry, unless the vessel brings its own advices, in which case an extra day shall be allowed. All declarations shall be made for shipments by steamers within thirty-five days, and for shipments by sailing vessels within fifty days, after the date or month of shipment named in the Contract, or if more than one month is named, then after the actual month of shipment. If the Seller shall make default of declaring within the period above named the Buyer shall have the right of closing the Contract by invoicing the grain back to the Seller, at its market value, such market value to be settled by arbitration, and it shall also be in the discretion of the Arbitrators to award damages, if any, not exceeding 5 per cent. of such value, according to the special circumstances of the case. There shall not be more than two separate declarations on each 2,500 centals of Grain. In case of re-sales, a copy of first declaralion shall be accepted Buyers if passed on in due course.

Ship damaged or sea-water damaged Grain may be rejected, and the Contract, so far as regards the quantity rejected, shall be at an end.

In the event of the Grain declared, or any part thereof, being prevented from arriving by perils of the seas, the Contract, so far as regards such Grain, shall be at an end.

In case of prohibition of export, blockade, or hostilities preventing shipment, this Contract, or any unfulfilled part thereof, shall be at an end.

Seller to pay _____ Brokerage of _____ per cent., Contract cancelled or not cancelled.

Bill of Lading to be considered proof of date of shipment in the absence of evidence to the contrary.

Any separate parcel declared in partial execution of this Contract shall be considered as if shipped under a separate Contract.

If the Grain tendered, or any part thereof, is, as regards quality $\frac{\text{and}}{\text{or}}$ Condition $\frac{\text{and}}{\text{or}}$ admixture of dirt, inferior to the Standard, the Arbitrators shall award either that the Grain be taken with an allowance, or be invoiced back to the Seller at the market price of the Grain contracted for on the day of arbitration, in either case with or without a penalty not exceeding 5 per cent. on such price according to the special circumstances.

A difference in value of one penny per cental, or less, shall not entitle Buyer or Seller to any allowance, but this stipulation shall not be taken into account should the difference in value exceed one penny per cental. Should the quality of the Grain tendered be superior to the Standard by more than one penny per cental, the Seller shall be entitled to an increase of the price, such increase not in any case to exceed two pence per cental.

Payment, as per Rule 8, allowing interest equal to three months from date of being ready for delivery.

This Contract is made between yourselves and ourselves and not by or with any person, whether disclosed or not, on whose instructions or for whose benefit the same may have been entered into.

Adopted 7th December, 1887.

Entered at Stationers' Hall, and sold only at the Clearing House of the Association.

BYE-LAWS (including RULES) of the LIVERPOOL CORN TRADE ASSOCIATION, Limited, in force on and after 9th May 1887.

SECTION B.

Rules relating to Contracts.

1. Buyers of all Grain, Flour, Meal, and other articles must examine the bulk as early as possible after the purchase is effected, or in cases where the goods are sold for future delivery, as soon as possible after they are ready for delivery, and tender in writing made to the buyer. The Buyer shall be deemed to have accepted the bulk, unless he shall have delivered notice, in writing, to the Seller before 6 p.m. (Saturdays, 3-30 p.m.) of the day of sale, or day of tender, as the case may be, rejecting the bulk or stating reasons why it cannot be examined within that time. In no case, however, shall the time for examination or rejection of the bulk be extended beyond 11 a.m. of the business day next following the day of sale or tender, but this Rule shall be subject to the provision in Rule No. 14 as to heated, sour, or damaged flour.

Examination, Acceptance, and Rejection of Bulk.

In the case of tenders made through the Clearing House, all notices shall be handed to the Clearing House Secretary within the hours provided by the Clearing House regulations.

2. Tenders of goods sold for future delivery shall be made before 11 a.m., and if made later shall be deemed to have been made on the business day next following, but any goods tendered before 11 a.m. may be re-tendered, in whole or in part, to successive buyers at any time before three o'clock of the same day, provided such re-tender is made within fifteen minutes from the time when the person making such re-tender has received the Tender for such Goods. Any person failing to re-tender within fifteen minutes of the time aforesaid, and before three o'clock, shall be deemed to be the last buyer. Each buyer shall mark on the Tender the time at which he received it, and, in case of re-tender, shall communicate the time to the succeeding Buyer. Tenders shall state the Contract date, and shall be accompanied by a Sampling Order, identifying the goods tendered, and shall be made to the Buyer whose name appears on the contract at his office; but if the Buyer has no office within a radius of 500 yards of the Corn Exchange, then the Tender may be made to the Broker at his office, or in case no Broker has been employed, then at an office in Liverpool, to be named previously by the Buyer, and to be situated within such radius.

Tenders.

But as regards registered Contracts, and as regards the last day of the currency of any delivery Contract, or of each month, this Rule shall be subject to the Regulations of the Clearing House for the time being in force.

When goods are sold for delivery within any given period, it shall be a sufficient compliance with the Contract if they are ready for delivery, and notice thereof be given within that period.

Holidays.

3. When the last day on which a Tender or Declaration should be made is a Holiday, that is to say, a Sunday, New Year's Day, Good Friday, the Saturday before Easter Day, the Saturday before Whit Monday, the Saturday before the Bank Holiday in August, Christmas Day, Bank Holiday, or Holiday appointed in accordance with the Bvelaws, the tender or declaration shall be considered as due on the business day next preceding. Any Tender or Declaration made on any such Holiday shall be deemed to have been made on the business day next following.

Separate Declaration or Tender.

4. There shall not be more than four separate Declarations or Tenders for each 5,000 centals of Grain, or 2,500 centals of Flour or Meal; or more than two Declarations or Tenders for each 2,500 centals of Grain, or 1,250 centals of Flour of Meal, or any less quantity. If goods ex different ships or different warehouses be tendered on one form the tender ex each ship or warehouse shall, for the purpose of this rule, be considered a separate Tender.

Meaning of "about."

5. The word "about," when used in contracts with reference to quantity, shall mean within 5 per cent. over or under the quantity stated.

Default in Tendering.

6. In case a Seller for future delivery shall make default in tendering in accordance with these Rules, the Contract shall be closed on the last business day of the period specified in the Contract for Tenders, and the Seller shall pay to the Buyer the difference between the Contract price and the price of such last business day, together with such penalty, not exceeding 5 per cent. on such price, as may be decided by Arbitration.

Clearing House Regulations.

7. Contracts for Future Delivery, and for Shipment and Delivery, shall be subject to the General Clearing House Regulations, and to the Regulations relating to Margins in force at date of each Call or Release respectively, and to the Regulations relating to Declarations in force at the date of each Declaration, and to the Regulations relating to Tenders in force at date of each Tender.

Payment.

8. All payments for Goods sold for future delivery shall be made within three business days from the date of the Tender, by cash or by deposit made in accordance with the Clearing House Regulations, in exchange for a delivery order.

Insolvency of Seller or Buyer.

9. If, before the maturity of any Contract, either party shall suspend payment, or become bankrupt or insolvent, or be declared a defaulter by the Clearing House Committee, the Contract shall forthwith be closed either at the market price then current for similar Goods for delivery at the time named in the Contract, or, at the option of the other party, at a price to be ascertained by re-purchase or re-sale before the expiration of the following

business day, and the difference between the contract price and the closing price shall be the measure of damages payable under such Contract. This rule is subject to any exceptions made by the Clearing House Regulations relating to Periodical Settlements.

Delivery.

10. The Seller's responsibility shall cease on delivery into carts or other conveyances from the ship, quay, or warehouse. When goods are sold "ex ship," or "ex quay," the Buyer shall take delivery at the ship or quay in carts or other conveyances provided by him, and in case he shall fail to do so within twenty-four hours after notice of the Seller's readiness to deliver, the Buyers shall bear all fines, demurrage, watching, or other expenses which may be incurred, and after a further period of forty-eight hours the Seller shall be at liberty to land, weigh over on the quay, or warehouse the Goods at the Buyer's expense. The Buyer shall not be required to take delivery of more than 2,000 centals of Grain, Flour, or Meal per day. In case of sales "ex ship," any goods landed in excess of the above-named quantities shall be deemed to have been discharged at the Seller's risk and expense, and the Buyer may require the excess to be weighed and delivered in the same manner as if the sale had been made "ex quay." If required, the Buyer shall provide and send to the place of delivery the requisite number of sacks. All Grain imported in bags shall be shipped at Seller's expense into bulk, either in ship's hold or on the quay, before delivery into Buyer's sacks. The Buyer may require each sack to be weighed singly.

In case goods sold for future delivery shall be tendered in warehouse the Buyer shall take delivery within twenty-four hours after the tender is made, and in case he shall fail to do so the Seller shall beat liberty, after a further period of forty-eight hours, to weigh over the goods, and, in case of Flour, at the expense of the Buyer, to stow back; and the Buyer shall be responsible for all rent, fire insurance, and other charges and expenses which may thereafter be incurred.

Rent.

11. Except as provided in Rule 10, rent on all Grain, Flour, and Meal in warehouse or other store shall be borne by the Seller for fourteen clear days from the day of sale, unless the delivery shall in the meantime have taken place, and after expiration of that time the Seller shall be at liberty to weigh over the Goods, and, until delivery, to charge the Buyer with rent.

Risk of Fire.

12. Risk of fire shall be upon the Seller on such part of the goods sold as shall remain undelivered, whether paid for or not.

Goods shall, for the purpose of this Rule only, be considered as delivered, and at the Buyer's risk as regards fire:

(*a*) When they shall have been transferred in the books of a warehouse keeper under a transfer order directing the warehouse keeper to transfer them into the name of the Buyer.

(*b*) At 12 o'clock noon of the day next following that on which such a transfer order shall have been handed to the buyer.

A delivery order directing the warehouse keeper to deliver the goods to the Buyer shall not, for the purpose of this Rule, be considered a transfer order.

The mere act of weighing over shall not constitute a delivery, nor shall a delivery of part be considered a delivery of the whole. The Seller may, after the expiration of fourteen clear days from the day of sale, charge the Buyer with cost of fire insurance until delivery be made.

Risk of Condition.

13. Risk consideration of Grain in warehouse shall be upon the Buyer, but so long as the goods shall be under control of the Seller the Buyer may, as often as he may think proper, require the Seller to have the Grain turned at the Buyers expense; and for all rent, fire insurance, porterage, and other expenses and charges with the Seller shall be entitled to, under this or any of the preceding Rules, he shall be entitled to a lien on the goods.

Rejection and Weighing of Flour.

14. Seven running days from day of sale shall be allowed to Buyers of Flour, during which period, they may reject Heated, Sour, and Damaged Flour; on and after the eight day until delivery, or until the goods are weighed over, whichever event shall first happen, but no longer, externally Damaged Flour only may be rejected.

Each barrel of Flour from Canada and all American ports shall be considered to weigh 1 cwt. 3 qrs. 20 lbs. gross, and allowance shall be made for any deficiency from this weight. Sack Flour shall be weighed gross, and be invoiced accordingly.

Time for Claims.

15. When Buyers of Californian, Oregon, Chilian, Australian, and New Zealand cargoes or parcels of Grain, Flour, or Meal require arbitration, they shall make their claim and nominate their arbitrators within seven clear days after final discharge of the cargoes parcels.

When Buyers of East Indian Grain on London Standards have claimed Arbitration, they shall within 21 days after the making up of the relative Standards has been advertised, nominate their Arbitrator, and notify the Sellers that they intend to proceed with the Arbitration, otherwise their claim for Arbitration shall be deemed to have been withdrawn.

Default on Contract.

16. In default of fulfilment of contract, either party shall, except in cases provided for by Rule 6, have the right of re-sale or re-purchase, as the case may be either publicly or privately, and the defaulter shall make good the loss, if any, by such re-purchase or re-sale on demand.

Arbitration.

17. All disputes arising out of transactions connected with the Trade shall be referred to two Arbitrators, one to be chosen by each party in difference, the said Arbitrators having power to call in a third, in case they shall deem it necessary. In the event, however, of one of the parties appointing an Arbitrator, and the other refusing, or for three days after notice in writing of the appointment neglecting to do so (such notice to be delivered personally, or left at the usual place of business of such other party), or in case the Arbitrators appointed by the parties shall not within seven days after their appointment agree to an award, or appoint a third Arbi-

rator, or, after the appointment of such third Arbitrator, in case of the death, refusal to act, or incapacity of any one or more of such three Arbitrators, then, upon application of either of the disputing parties, the question in dispute shall stand referred to two Arbitrators to be nominated by the President for the time being of the Association, or by the Vice-President in case of the absence of the President, his illness, or interest in the matter in dispute; and in case of the absence of the Vice-president, his illness, or interest in the matter in dispute, then the Directors, on the application of either of the disputing parties, shall appoint two Arbitrators; and in case the two Arbitrators appointed, whether by the President, the Vice-President, or the Directors, shall not within seven days after their appointment agree to an award, or choose a third Arbitrator, then the Directors shall appoint a third Arbitrator, and shall, in the case of the death, refusal to act, or incapacity of any such three Arbitrators, from time to time substitute a new Arbitrator or Arbitrators in the place of the Arbitrator or Arbitrators so dying, refusing, or incapacitated.

The Arbitrators appointed shall in all cases be members of the Association, and no person having any interest in the matter in dispute shall be competent to act as an Arbitrator.

The award of any two Arbitrators in writing signed by them (subject only to the right of appeal herein-after mentioned) shall be conclusive and binding upon all disputing parties, both with respect to the matter in dispute, and all expenses of the reference and award. Every award shall be written on a form to be settled by the Directors and supplied by the Secretary of the Association at a charge (to be fixed by the Directors) not exceeding 10*s.*, which charge shall be paid by such one of the parties to the reference as the Arbitrators may determine, and the sums received by the Secretary for such forms shall be applied in payment of the expenses of the Association.

No Arbitrator shall be entitled to demand a higher fee than 3*l.* 3*s.* nor shall such fee be less than 1*l.* 1*s.* for every requisite sitting.

In case either party shall be dissatisfied with the award, a right of appeal shall lie to the Directors, provided it be claimed not later than Twelve o'clock on the second day after that on which the objecting party shall have notice of the award (Sundays and Holidays, as defined in Rule III., not to be counted), and provided also the Appellant (if a member of the Association) do pay to the Association as a fee for the investigation the sums following, viz :—If the parcel or parcels in respect of which the appeal is brought shall exceed 5,000 centals, the sum of 10*l.*; if the parcel or parcels in respect of which the appeal is brought shall not exceed 5,000 centals, the sum of 5*l.*; or provided also the Appellant (if not a Member of the Association) do pay to the Association as a fee for the investigation the sums following, viz.:—If the parcel or parcels in respect of which the appeal is brought shall exceed 5,000 centals, the sum of 15*l.*; if the parcel or parcels in respect of which the appeal is brought shall not exceed 5,000 centals, the sum of 7*l.* 10*s.* The Directors shall have power to award by whom the fee for investigation shall be borne. An award, signed by the Chairman of the meeting which shall hear such appeal, and countersigned by the Secretary or his substitute, shall be deemed to be the award of the Directors, and shall in all cases be final.

No Director having any interest in the matter in dispute shall vote on the question of the appointment of arbitrators, or in case of an appeal, sit or vote on the hearing of such appeal; nor shall the arbitrators, whose decision is appealed against, vote on the hearing of the appeal.

Neither party shall bring any action against the other of them in respect of any such dispute except for the amount so settled by arbitration, and it is expressly agreed that the award shall be a condition precedent to the right of either party to sue the other in respect of the matter in dispute.

For the purpose of enforcing any award, by attachment or otherwise, this rule and any contract referring thereto, may be made a rule of any Divisions of Her Majesty's High Court of Justice in England or in Ireland, or an order of the Court of Session in Scotland.

(Amended Clause, adopted 23rd May 1888.)

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED, CLEARING HOUSE REGULATIONS, in force on and after 1st October, 1888.

SECTION A.

General Regulations.

1. The Clearing House Committee, herein-after called "the Committee," shall consist of the President, Vice-President, and seven other Members of the Association, to be elected annually by the Directors. Directors shall be eligible. Casual vacancies shall be filled up by the Directors as they occur. The Committee shall elect their own Chairman, and two Members shall form a quorum.

Constitution of Clearing House Committee.

2. The duties of the Committee shall be to make all necessary arrangements and regulations for periodical settlements, declarations, tenders, clearances, payments, deposits, and interest or discount to be paid or allowed thereupon, &c., in connexion with the future delivery business.

Duties and Powers.

3. All disputes arising out of the settling or clearing of Contracts, or out of any matter connected with the business of the Clearing House, shall be settled by the Committee, and their decision, signed by the Chairman or acting Chairman, shall be binding on all parties, subject to the right of appeal to the Directors in manner provided by the printed Rules of the Association.*

Settlement of Disputes.

When the Committee consider it advisable, a fee shall be charged by them for deciding cases of dispute brought before them.

4. The Committee shall have power to deal with and regulate all cases not provided for by the existing regulations, and arising out of any clearance or settlement, but any party dissatisfied with the mode in which

Special Cases.

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* *See* Rule 17.

the Committee have dealt, or propose to deal with any such case, may appeal to the Directors, who shall then deal with and regulate the case.

Imposition of Fines.

5. The Committee shall have power to impose fines for breach of regulations, neglect of attention to notices, or carelessness in the making up of cash statements or other documents, when delay, loss, or inconvenience has, in their opinion, been thereby occasioned. A charge may be also made for each time a messenger is sent to obtain corrections of statements, &c., or for sending out corrections of same.

Secretary.

6. The Secretary of the Association shall be *ex officio* the Secretary of the Clearing House.

Secretary to act for parties to Contracts.

7. The Secretary shall have power to act for, and shall be deemed the agent of each party to a Contract in receiving and passing on declarations, tenders, notices, money, and delivery orders, but this shall not affect the liability of the parties to each other on their Contracts.

Official receipts binding.

8. An official receipt shall be a valid discharge for payments made through the Clearing House, and shall be accepted as such by the parties to the Contract.

Bank.

9. All moneys which are to be retained by the Clearing House shall be paid into a Bank to be nominated by the Directors.

Indemnity.

10. The Committee shall not be responsible for the acts, receipts, neglects, or defaults of any officer of the Clearing House, or of the Association, or of any Banker, or of any person with whom or into whose hands any moneys may, in connexion with the clearance or adjustment, be deposited, or come, nor for any loss whatsoever which may happen to any person in connexion with any clearance or settlement.

Forms.

11. Only the form of Calls, Declarations, Tenders, Notices, &c., sanctioned by the Committee shall be used, and all parties shall carry out the instructions printed thereon.

Office for notices.

12. Any party to a Contract, Declaration, or Tender having no office within a radius of 500 yards of the Corn Exchange, and having no Broker or Agent authorised to represent him whose office is within such radius,† shall name to the Secretary, as soon as possible, an office within such radius for the reception of all notices and statements (Default Notices excepted) relating to such Contract, Declaration, or Tender.

13. Every party to a Contract, Declaration, or Tender shall furnish the Secretary with such information in regard thereto as may be required for the proper conduct of the business of the Clearing House.

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† *See* Rule 2.

14. The Clearing House, to which all necessary communication can be sent, shall be open on all business days from ten until five o'clock, except on Saturdays, when it shall close at one o'clock, or so soon thereafter as all Tenders shall have ceased to circulate.

Hours of business.

15. In all places in these Regulations where the word Secretary occurs, it shall be read as Secretary or Acting Secretary, and all Sellers and Buyers may be represented by their Agents.

Meaning of word Secretary.

16. The Committee shall have power from time to time to rescind, alter, or add to the Clearing House Regulations, whether general or relating to Margins, Declarations, or Tenders, or to any of the matters mentioned in Clause 2, but no such rescission, alteration, or addition shall have any force or effect until confirmed by a majority of a meeting of the Directors specially summoned to consider the same.

Power to vary and add to Regulations.

SECTION B.

Regulations relating to Margins.

PART I.—GENERAL.

1. Each party to a Contract shall have the right to call an original margin at a rate not exceeding 50*l.* on each 5,000 centals of Wheat, or 25*l.* on each 5,000 centals of Corn, upon the deposit by the Caller of an amount equal to that called, provided such call be made before 11 o'clock on the next business day after sale; and a further margin may be called from time to time to the extent of any difference between the Contract price and the market value.

Original Margins.

2. When no original margin has been deposited, calls for margins may be made from time to time, to the extent of one penny per cental more than the difference between the Contract price and the market value at the time the call is made.

No original Margin.

3. For the purpose of calling margins, the quotations of the Committee shall be conclusive as to the Market value until 4 p.m. on the next business day, or until any earlier meeting of the Committee at which any quotations shall be fixed.

Market value.

4. All margins shall be deposited to the credit of the Clearing House with such Bank or Banks as may be determined by the Directors, and the Deposit Receipt shall be registered at the Clearing House during the business day following that on which the call is made. Calls made after 5 p.m., or on Saturday after 1 p.m., shall be deemed to have been made on the following business day.

Time allowed.

5. Should either party to a Contract fail to deposit in accordance with this Section the other party shall have the right to close the Contract forthwith, either at the market price then current for similar goods, or at a price to be ascertained by re-purchase or re-sale before the

Failure to Deposit.

expiration of the following business day, and the difference between the Contract price and the closing price shall be the measure of damages payable under the Contract.

Interest. 6. No party shall be entitled to interest on any deposit made under this Section.

Registration. 7. Unless otherwise stipulated, either party to a Contract shal have the right, at any time during its currency, to register it at the Clearing House.

Unregistered Contracts.

PART II.—APPLICABLE ONLY UNTIL REGISTRATION OF THE CONTRACT.

Security. 8. Deposits shall be applicable as security for all Contracts made subject to the Regulations of this Section between the same parties, and current while the Deposit remains.

Return of Deposits. 9. Deposits shall be returned by the Clearing House, as instructed by both parties to the Contract.

In case of dispute as to the amount due to each, the matter shall be referred to arbitration as provided by the Rules of the Association,* and the Clearing House shall return the deposits in accordance with the award of the Arbitrators or the Directors as the case may be.

If either party shall suspend payment, or become bankrupt or insolvent, or be declared a defaulter by the Committee, the Committee shall have discretionary power to pay to the other party so much of the deposits as in their opinion he is entitled to.

The Association or the Committee shall under no circumstances be liable for any over payment under this Clause, and the remedy in respect of any such over payment shall be solely against the party to whom such payment has been made.

Notification. 10. The Secretary shall, as soon as conveniently may be after the Deposit Receipt is handed to him, notify the party for whose security the deposit is made.

Fees. 11. Each party to the deposits shall, as the deposits are withdrawn or transferred, pay to the Clearing House such fees as may from time to time be fixed by the Directors.

Registered Contracts.

PART III.—APPLICABLE TO REGISTERED CONTRACTS ONLY.

Method of Calculation. 12. For the purposes of registration and the calculation of Margins :—

(a) Each 5,000 centals of grain, or 2,500 centals of Flour or Meal, shall be considered as a separate contract.

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* *See* Rule 17.

(b) Margins shall be calculated on quantities of 1,120, 2,240, 3,360, and 4,480 centals, at the rate of 18*l.* per 4,480 centals for every penny of difference in the price, and farthings in proportion, and on other quantities at the rate of 2*l.* per 500 centals for every penny of difference in the price, and farthings in proportion. Margins on quantities which are not multiples of 500 centals, other than those named above, shall be calculated on the basis of the multiple of 500 centals next above such quantity.

(c) In the calculation of margins, no deduction from the price, or allowance of any kind, and no fraction of one penny which is not a farthing or a multiple of a farthing, shall be taken into account, but the exact price shall be stated in registering the Contract.

13. The difference between the contract price and the calling price shall, subject to clause 14, be the amount to be deposited in the Clearing House on account of the Contract.

Differences. First Sellers and Last Buyers.

14. Every party who has bought and sold the same goods, being a Member of the Association, or being a firm or incorporated Company entitled to the services of the Association under Clause 2 of Section A of the Byelaws, may instruct the Secretary to arrange the Contracts in a String, and such party shall appear as an intermediate, and the difference between the buying and the selling prices shall be the amount to be paid by such party to the Clearing House, or to be retained by the Clearing House on account of his Contracts, as the case may be, and no further action need be taken at future adjustments in regard to such Contracts unless the String shall be broken by such party in the manner provided for in Clause 20, or his Seller or Buyer should fail to deposit.

Differences. Intermediate Parties.

Any other party may be registered on a String, either as intermediate or otherwise, on such conditions as the Committee may from time to time prescribe.

Non-Members.

15. Notwithstanding the provisions of the printed Rules of the Association, † the suspension of payment, bankruptcy, or insolvency of an intermediate party on a String, or his being declared a defaulter by the Committee, shall not enable his Buyer or Seller to close the Contract, provided such intermediate party has paid any difference payable by him on such Contract, but if the Committee are satisfied that the Seller to or Buyer from such party has suffered loss by the Contract not being closed, any difference due to such party shall be applied in or towards satisfaction of such loss, the amount of which shall be fixed, for the purposes of this Clause only, by the Committee.

Exception to rule 9.

16. Original margins deposited by intermediate parties shall be released on the deposit of a similar margin by a previous Seller or subsequent Buyer, as the case may be.

Release Original Margins.

† *See* Rule 9.

Intermediates may call.

17. Intermediate parties, as well as first Sellers and last Buyers, may call for an adjustment.

Fees.

18. Each party to a Contract shall pay, in Clearing House stamps, such fees as may from time to time be fixed by the Directors.

Registered Numbers.

19. The Secretary shall communicate to all parties the registered number of their Contracts, and all Contracts in a String shall have a String number in common. These numbers must be marked on all communications relating to the Contracts, and, when the Declaration or Tender is made, must be marked by the first Seller on his Docket.

Breaking the String.

20. The Committee shall have power to allow an intermediate party to break or alter the course of a String on his making deposits on the basis of the adjustment immediately preceding, or on the basis of the quotations of the Committee for the time being in force, in accordance with Clause 13 or Clause 14, as the case may be.

Tenders in part.

21. In the event of a Tender being made in part fulfilment of a Contract, the Deposits shall be apportioned in an approximate ratio of the fulfilled and the unfulfilled portions of the Contract.

Default.

22. Should any party to a Contract fail to deposit any amount due by him under these Regulations, the Secretary shall report the matter to the Committee, and shall notify such party in writing that he has failed to make such payment, and if the payment be not made within twenty-four hours after such notice (Sundays and holidays as defined in the printed Rules of the Association* not to be counted), the Committee shall have power to declare him a Defaulter, and to post his name as such in the Clearing House and in the Room.

In case of non-payment by a Seller, the Secretary shall notify the following Seller, who shall thereupon be considered the first Seller, and shall make his deposit, if any, accordingly.

In case of non-payment by a Buyer, the Secretary shall notify the preceding Buyer, who shall thereupon be considered the last Buyer, and shall make his deposit, if any, accordingly.

Arbitration between first Seller and last Buyer.

23. Where the terms of Contracts are identical, except as to price, all arbitrations shall be held in accordance with the printed Rules of the Association†. as between first Seller and last Buyer, or between any intermediate party calling for adjustment and the first Seller or last Buyer, as the case may be, as though they were contracting parties, and the award made in pursuance thereof, subject to the right of appeal as provided by the printed Rules of the Association,† shall be binding on all intermediate parties. Should the terms of Contract not be identical, such arbitration shall in like manner be held as between the first Seller and last Buyer whose Contracts are identical.

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* *See* Rule 3. † *See* Rule 17.

24. Calls, Notices, Deposits, Payments, Releases, and Adjustments made between the first Seller and the last Buyer shall operate as Calls, Notices, Deposits, Payments, and Releases between all intermediate parties.

25. All amounts deposited under part III. of this Section shall (subject to Clause 13) be retained by the Clearing House as security for the relative Contracts, or, in case of a String, for all the Contracts on that String, until such Contracts have been fulfilled or closed, and the amounts shall then be paid over or credited to the parties entitled to receive the same.

Deposits.

SECTION C.

Regulations relating to Declarations and Tenders.

1. No Declaration or Tender shall be for a greater quantity than 5,000 centals of Grain, or 2,500 centals of Flour or Meal. Should any Seller desire to declare or tender at one time more than the above-named quantities he must do so on separate Forms or Dockets. If the separate Tenders remain with separate last Buyers the Tenders in the hands of each last Buyer shall be considered as made under a separate Contract, so far as regards the quantity deliverable per day under the printed Rules of the Association.*

Declarations and Tenders.

2. Declarations against registered Contracts shall be handed by the first Seller on the String to the Secretary to be registered and signed over to the last Buyer, and shall be delivered to the last Buyer within half an hour after being signed over, and on being so delivered the Declaration shall, subject to withdrawal as hereinafter provided, be binding on all intermediate parties. The Committee shall have power to allow any party to the Declaration to withdraw it at any time before the expiration of the period allowed by the Contract for Declarations, on his breaking the String and making necessary deposits, in accordance with Clause 20 of Section B.

Declarations.

Declarations against unregistered Contracts may be made through the Clearing House by the first Seller registering the Declaration before delivering it to his Buyer. Such Declarations may be passed on to successive Buyers in accordance with the Contract. The last Buyer shall deposit the Declaration Form or Docket at the Clearing House on the expiration of the period allowed by the Contract for Declarations.

3. Formal Tenders, made with the consent of all the parties concerned, may pass through the Clearing House without a Sampling Order attached.

Formal Tenders.

4. The party originating a Tender shall register it at the Clearing House before delivering it to his Buyer. After being registered it shall be passed on in accordance with the provisions of the printed Rules of the Association,† but if the Contract or Declaration against which it is

Procedure.

* *See* Rule 10. † *See* Rule 2

made be registered, the Seller* shall hand the Tender to the Secretary, to be signed over to the last Buyer on the String or Declaration, and shall deliver it to such last Buyer within half an hour after it has been signed over, and on being so delivered the Tender shall be binding on all intermediate parties. The Secretary shall, as soon as conveniently may be, notify the intermediate parties that the Tender has been made, specifying all necessary particulars.

Office for Notices.

5. If a Buyer neglect to name an office for the receipt of Declarations, or of Tenders, as required by the printed Rules of the Association† or of notices under Clause 11 of this Section, the Seller, when he makes a Tender, shall be entitled to sign the Docket on behalf of the Buyer. After signing the Docket, the Seller shall deposit it at the Clearing House, and shall be deemed the Agent of the Buyer for the receipt of notices and statements issued by the Clearing House (Default Notices excepted), until the Buyer shall have named an office for the receipt of such notices under Clause 12 of Section A.

Divided Tenders.

6. If the receiver of a Tender wishes to divide it into two or more parts,‡ he must fill up a Sub-Tender Form for each part passed on, and register the Dockets at a Clearing House within fifteen minutes after receiving the Original Tender, and must deliver them to his Buyer or Buyers immediately after registration.

The Original Tender and the Divisions shall in all respects be dealt with as separate and distinct Dockets, except that when the Sub-Tenders are cleared at the same time as the Original Tender it shall not be necessary for the Divider to pay the amounts for which his Buyers are liable, and that in all cases of Divided Tenders it shall be incumbent on the first Seller on the Original Docket to give a separate delivery order for each division or sub-division of his Tender; but the Divider shall procure the necessary certificates of quantities delivered and other customary statements.

Continued Tenders.

7. When the last Buyer on a Docket wishes to retender the same goods in whole or in part under a new Docket before the Original Docket is cleared, he shall use the Continued Tender Form, and if the Original Docket and the Continuation Docket be cleared at the same time it shall not be necessary for him to pay the amount for which his Buyer is liable; but he shall procure the necessary certificates of quantities delivered and other customary statements. In other respects the Continuation Docket shall be treated as an Original Docket.

Procedure on last day of Contracts.

8. On the last day of each month the only place for the delivery of Tenders against Delivery, or Shipment and Delivery Contracts shall be the Clearing House, and it shall be obligatory on all parties interested in such Contracts to be there represented from 11 a.m. until all their Contracts have been fulfilled, or until all Tender have ceased to circulate. Original Tenders, having been pre-

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* This applies to every first Seller on a String, or registered Declaration, whether he be first Seller on the Tender or not,

† *See* Clause 4 hereof ‡ *See* Rule 17

viously registered, must be delivered to the first Buyer, or to the Secretary,* as the case may be, at or before 11 a.m., and no Tenders shall be retained by any Buyer for more than five minutes. At the end of the Clearing, if any intermediate Buyer shall satisfy the Secretary that they have failed to fulfil their Contracts owing to the default of their Sellers, on application being made not later than fifteen minutes after all Tenders have ceased to circulate, the applicants shall be supplied with special forms of Tender, which they shall pass on to their Buyers, by delivery at the office of the Buyers or their Brokers, or by delivery to the Secretary, as the case may be, not later than half an hour after the circulation of all duly originated Tenders has ceased, and such Special Tenders may then be passed on to successive Buyers, by delivery at the office of the Buyers or their Brokers, or by delivery to the Secretary, as the case may be, until 3 o'clock, or such later time as the Secretary may, in case of need, fix, no Buyer being allowed to retain the same for more than fifteen minutes. In case of a Ring, formal Tenders shall pass.

This clause applies also to the last day of the currency of any Delivery Contract.

Registration Fees.

9. All parties to a Tender shall pay, in Clearing House stamps such fees as may from time to time be fixed by the Directors.

Return of Fees.

10 If the goods tendered be rejected, the first Seller shall pay to the Clearing House the equivalent of one Tender Fee for each Party to the Tender, not exceeding in all the equivalent of five Fees, and all Parties who have paid their Tender Fees by Clearing House Stamps affixed to the Docket shall have the Fees returned to them provided they apply for the same during the hours fixed by the Committee, and within one week after receipt of notice of rejection, and all Parties whose Tender Fees are included in a Registration or Declaration Fee shall be entitled to pass a re-Tender without Fee.

Rejections and Arbitration.

11. All notices of rejection of goods tendered, and all notices by the last Buyer claiming arbitration on good tendered, shall be handed, before 11 a.m. on the business day next following the day of tender, to the Secretary for the purpose of being signed over by him. The first Seller shall be deemed to have accepted the rejection unless he shall, before 3 p.m. on the business day next following the day of tender (or, if such business day be a Saturday, then before 1 p.m.), have handed to the Secretary, for the purpose of being signed over by him, a notice claiming arbitration and naming his Arbitrator; and should the last Buyer fail to hand to the Secretary, for the purpose of being signed over by him, a notice naming his Arbitrator before 11 a.m. on the second business day following the day of tender, the matter shall stand referred, upon application by either party, to Arbitrators to be forthwith appointed in the manner provided by the printed Rules of the Association† in case of failure by a party to appoint an Arbitrator.

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*See Rule 8. †See Rule 3.

All notices given under this clause must, within half an hour after being signed over by the Secretary, be delivered to the proper party, and on so being delivered shall be binding on all intermediate parties.

12. Where the terms of Contracts are identical, except as to price, all arbitrations shall be held in accordance with the printed Rules of the Association† as between first Seller and last Buyer, as though they were contracting parties, and the award made in pursuance thereof, subject to the right of appeal as provided by the printed Rules of the Association,† shall be binding on all intermediate parties. Should the terms of Contract not be identical, such arbitration shall, in like manner, be held as between the first Seller and last Buyer whose Contracts are identical.

Arbitration between first Seller and last Buyer.

13. All payments by the first Seller to the last Buyer, or out of moneys retained by the Secretary under Clause 23, made in respect of allowances under any award in pursuance of Clause 12, shall operate as payments and settlements between all intermediate parties.

14. Where the terms of Contracts are identical, except as to price, and a Tender has been made in due time, but such Tender has been decided by arbitration to be not in accordance with the Contract, and the period specified in the Contract for Tenders has expired, the goods shall be invoiced back by the last Buyer to the first Seller at the price of the last business day of the said period, together with such penalty (if any), not exceeding 5 per cent. on such price, as may be decided by arbitration, and all intermediate parties shall settle their differences as if a valid Tender had been made.

Tenders rejected after expiration of time.

15. The Secretary shall fix a time for the first clearing immediately on receiving notice from the last Buyer that he is prepared to make payment and take up his delivery order. Two hours' notice of such clearing shall be given to all parties interested, but the date shall not be later than that provided by the printed Rules of the Association.*

First Clearing.

16. The first Seller shall in all cases hand to the Secretary a delivery order for the goods at or before the first clearing.

At the time fixed, the last Buyer shall present his deposit receipt for the amount of his invoice, and all intermediate parties who have differences to pay shall pay the same, or present their deposit receipts for the amounts payable, any deposits made under Section B being allowed for. The Secretary shall then hand the first Seller's delivery order to the last Buyer, who shall give in exchange his delivery order to be retained in the Clearing House.

17. When goods are tendered with the word "about" preceding quantity, payments shall be based provisionally on the quantity named.

18. Should any party to a Contract, being an intermediate party, fail to pay his difference, or being last Buyer fail to pay his invoice amount, the Secretary shall report the matter to the

Default (see Association Rule IX.)

*See Rule 8.

Committee, and shall also notify such party, in writing, that he has failed to make such payment; and if the payment be not made within twenty-four hours after such notice (Sundays and Holidays, as defined in the printed Rules of the Association not to be counted), the committee shall have power to declare him a defaulter, and to post his name as such in the Clearing House and in the Room.

In case of non-payment by an intermediate party the Secretary shall notify the Seller to and the Buyer from the intermediate party, and the Seller and Buyer shall each deposit the whole difference unpaid at the time specified in the notice. Such deposits shall be adjusted by the Committee in the proportion due from the Seller and the Buyer respectively.

In case of non-payment by a last Buyer the Secretary shall notify the preceding Buyer, who shall pay his own invoice amount at the time specified in the notice.

Payments to First Seller.

19. The amount due to the first Seller shall be retained by the Clearing House until delivery of the goods, but he shall, subject to the provisions of Clause 23, be entitled to receive payment on account as delivery proceeds, such payment being calculated on the quantity delivered during the preceding day, as certified by himself and the last Buyer.

Intermediates' Clearing.

The amount due to intermediate parties shall, unless good reason to the contrary be shown, be paid to them not later than six business days after the first clearing, and if the statement of actual weight delivered be not then in the hands of the Secretary, settlement for any difference between the quantity named on the Tender and the quantity finally delivered shall be made between first Seller and last Buyer on the basis of the market value of the goods on the third business day after the Tender, and each Tender so settled shall be considered as made under a separate Contract.

Interest on Deposits

20. The first Seller shall not be entitled to interest on cash deposited until the expiration of three business days from date of such deposit, but after that time the last Buyer shall pay interest to the first Seller at the rate of 5 per cent. per annum until the money is paid over, unless, in the option of the Committee, the Seller has been in default.

21. Intermediate parties shall not be entitled to interest on differences due to them, unless final settlement be delayed beyond the tenth business day after the day of Tender. If the final settlement be so delayed the first Seller and last Buyer shall be jointly and severally liable to intermediate parties for interest, to be reckoned as per Clause 20, on the differences which such intermediate parties are entitled to receive, together with such other damages as the intermediate parties may prove to the satisfaction of the Committee. The amount of such interest and damages shall be deposited in full by both first Seller and last Buyer, together with such fee as the Committee may charge for the investigation, and the deposits shall be adjusted in the proportion due from first Seller and last Buyer respectively, by the Committee.

22. A statement showing actual weight delivered, and signed on behalf of last Buyer and first Seller, shall be handed to the Clearing House within three days of completion of delivery, when a final clearing shall be called by the Secretary.

Final Clearing.

23. When the last Buyer has claimed arbitration, but such arbitration cannot immediately take place owing to the proper standards not being made up, or other sufficient cause, the last Buyer shall direct the Secretary to retain out of the amount due to the first Seller a reasonable sum (to be fixed, in case of need, by the Committee) to be held as security for any allowance which may be awarded, but all intermediate parties shall receive payment of their differences in full.

Delay of Arbitration.

24. When the goods tendered are awarded to be invoiced back to the first Seller, but the price at which they are to be so invoiced stands over, a provisional settlement shall be made, in accordance with the printed Rules of the Association,* at a price to be agreed upon, or, in case of need, to be fixed by the Committee, and the first Seller and the last Buyer shall each, on the application of any party to the Tender, deposit a reasonable sum (to be fixed, in case of need, by the Committee) to be held as security for any difference between the provisional settling price and the price at which the goods are invoiced back; but all intermediate parties shall receive payment of their differences in full.

Provisional Settlement.

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED.

Resolution adopted 21st March 1888, as amended 4th July 1888:—

"That the words 'Liverpool Standard' as applied to Bombay wheat shall mean,—

"(*a*) In the case of Choice White Bombay, not less than 93 per cent. of soft white club wheat, not more than 5 per cent. of soft red and hard wheat, and not more than 2 per cent of dirt, seeds, and grain other than wheat;

"and—

"(*b*) In the case of No. 1 White Bombay, not less than 85 per cent of soft white club wheat, not more than 13 per cent. of soft red and hard wheat and not more than 2 per cent. of dirt, seeds, and grain other than wheat."

APPENDIX B.

MEMORANDUM by Mr. CHARLES WHITEHAD, Agricultural Adviser to the Privy Council, as to the INTRODUCTION of INSECTS injurious to CORN and CORN CROPS in WHEAT imported from INDIA.

It is well known that the wheat that is imported from foreign countries is frequently brought to Great Britain in a very dirty state, and containing other seeds, dirt, and much heterogeneous rubbish.

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* *See* "Notes on Economic Entomology," No. 1. A preliminary account of the Wheat and Rice Weevil in India, by E.C. Cotes, Calcutta, 1888.

In some cargoes arriving from Australia, Russia, and India, the condition of the wheat in these respects has been particularly bad.

The presence of other seeds, dirt, bits of chaff, straw, and rubbish is in many cases due to carelessness in screening the wheat, or from the want of any screening at all, when it is taken direct to the ports from the "godowns" or granaries, or from the village pits where the wheat is shot and covered over with earth.

There appears to be no Government inspection of wheat in India. In the United States officers are appointed in every State to inspect and "grade" wheat, according to its quality and cleanness.

But, besides that which may be termed a more or less natural dirty state from insufficient screening, or from no screening at all, there is a practice prevalent in India of deliberately mixing dirt, rubbish, damaged seeds, as linseed and rice, with clean wheat, to add to its bulk.

This causes much loss to wheat importers and merchants, and millers, necessitating the employment by these last of costly machinery.

Not only this, but the foreign matter mixed with wheat imported from India into this country serves as a medium for the wholesale transportation of insects injurious to crops.

From the cleanings of Indian wheat several categories are formed at the flour mills.

One consists of short pieces of straw of from 1 inch to 2½ inches long, with pieces of wheat ears. This is sold for litter, and is distributed among various farms in the neighbourhood of the mills. In this straw the most dangerous corn insects might be introduced, insects of the type of the Hessian fly, which was without doubt brought into this country in this way ; and of the type of the *Isoosma hordei*, the "joint worm," whose appearance in Great Britain is feared by agricultural entomologists.

Another comprises light and misshapen grains of corn with weed seeds, known in this country as "screenings," and which ought to have been taken out of the bulk by the Indian producers. This is purchased for pigs and for chickens' food, being therefore scattered over the face of the land.

In this corn, weevils especially, and other insects may easily be conveyed. It is well known that weevils are most destructive to wheat and other grain in India. It is also equally well known that they are brought over to British ports and granaries in abundant quantities with Indian wheat.

One species of weevil, the *Calandra oryzæ*, the rice weevil, does enormous harm to wheat in Indian granaries, and to wheat while it is being transported in vessels to this country.

The admixture of dirt, seeds, and rubbish causes the wheat to heat, which of course is detrimental to its quality, and at the same time causes the weevils to propagate unusually and to materially damage it. Sometimes the cargoes of wheat that have heated are nearly alive with weevils, entailing enormous waste and heavy losses upon importers.

This loss continues when the bulk is taken to granaries or warehouses, while the heat is still evolved, and the weevils revel in it.

According to estimates furnished by Messrs. Ralli, the well known Indian wheat shippers, the amount of loss occasioned by weevils is put at an average of 2½ per cent. Taking the value of wheat exported at 6,000,000*l.*, the amount of loss due to this insect in exported wheat alone equals 150,000*l.*

Another weevil, the *Calandra granaria*, closely allied to *Calandra oryzæ*, is also brought over with Indian wheat. This weevil is known in British and other European granaries, but it is presumed that the heat and surrounding circumstances of cargoes of Indian wheat favour its development and stimulate its powers of destruction. As it breeds freely in this country the danger of its distribution is very great.

Besides the actual money loss occasioned by these weevils, it is stated that the flour made from wheat much infested by them is injurious to health. Mr. E. C. Cotes,* the First Assistant to the Superintendent of the Indian Museum at Calcutta, asserts this, maintaining that "the weevils contain certain vesicant properties which are known to be powerful irritants to certain organs of the body, even in extremely minute doses." And in the "American Entomologist" it is recorded that *Calandra granaria* has been successfully used as a substitute for cantharis in blisters.

With regard to the dirt in Indian wheat, which is described as small, hard lumps of dirt and clay, it is sometimes absolutely necessary to wash and soak the bulk of wheat to soften the lumps. Little flies are often noticed coming from the wheat thus treated. These flies may or may not belong to injurious species, but it is clear that flies are introduced in this manner, and insects of this description are among the most formidable enemies of many kinds of crops.

Most serious danger may arise to the crops of this country, and must be apprehended, from the insects that can so easily be brought into it with imported grain from India as well as from other countries.

The ravages of insects upon crops of all sorts in all climes increase year by year. New insects are continually observed by the perplexed cultivators in every part of the globe. The facilities of international intercommunication have widely disseminated species of insects. In this country economic entomologists are always expecting some fresh arrival, some new insect scare, and they join always most heartily in any practical representation that may be made to the Government to take steps to prevent the introduction of new pests. Realizing completely the danger to be feared from the present system of importing wheat especially from India, they must hold that it is essentially important that the "dirt, rubbish, seeds, and short straw," perfect vehicles for destructive insects, should be left in India.

APPENDIX C.

IMPURITIES IN INDIAN WHEATS.

Sheffield, 2nd May 1889.

Sir,—In submitting the result of personal experience and observation in India with regard to the dirty condition in which Indian wheats are exported, to be intelligible, it is necessary to begin at the beginning, and to traverse the whole subject, though no doubt much that follows is merely a repetition of facts already in your possession.

There are two kinds of impurities found among Indian wheat, viz.:—

1. Different varieties of grain, and smaller seeds, such as barley, gram, rape, linseed, &c.
2. Dust, small pellets of earth or clay, and small stones.

The "ryot" or cultivator is entirely responsible for the presence of the first of these, and generally, to some extent, for at least a portion of the second.

In order to ensure a crop of some description, he deliberately sows a mixture of wheat, gram, and perhaps several other kinds of seeds, in the hope and belief that if the season should turn out unfavourable to wheat growing, it may be favourable to some one or other of the mixture of seeds sown.

The mixed seeds grow up, ripen, and are gathered in and threshed together. As the "ryot" has no mechanical appliances for winnowing and cleaning, the primitive method of letting the grain and chaff fall from a sieve in the wind fails to separate and remove the gram and other foreign seeds from the wheat.

A portion of the earth and small stones present is due to the mode of threshing in use in India from time immemorial.

A flat space is chosen for a "threshing floor" in the vicinity of the gathered and stacked grain, this selected area is plastered over with mud, which is trodden, beaten, and dried by the sun, to a tolerably hard even surface.

A stake is driven into the ground in the centre of the prepared floor. Round the stake on a circular area, varying in diameter with the number of bullocks employed, the wheat as taken from the fields is spread to a depth of about two feet; three, four, or more bullocks connected to each other are driven abreast in a circle over the wheat so spread, the inner bullock being usually attached by a rope to a ring or noose, which revolves on the stake.

In this way the grain is released from the ear, without being damaged, and the straw is crushed, or bruised and broken, into what is called "bhusa" or into what the "ryot" believes to be the only condition in which it is fit to be given to his bullocks to eat.

The prepared floor gets broken up, more or less, during the threshing process, and in taking up the grain, dust, small pellets of earth or clay, and small stones get taken up along with it. Winnowing in the wind, however carefully done, though it may remove the dust, cannot entirely eliminate the small stones and small pellets of earth or clay thus taken up.

A further source of admixture of dirt is found in the storing of wheat in pits resorted to in India. When prices are low the "zemindars" who can afford to wait for a probable "rise" in the market may decide to store their wheat for a time. This is done in the following way :—

A hole eight or ten feet deep, and about five or six feet in diameter, is dug in a carefully selected suitable place, this is lined with chaff or "bhusa," and the wheat put into it, and covered up, first with chaff or "bhusa" and then with earth ; the manner of storing is in fact almost precisely similar to the way in which potatoes are stored in this country, only the pits are deeper.

It is, of course, impossible to remove the grain from a pit of this description without some earthly impurities being added to it, and it is chiefly while stored in the manner described that Indian wheats get damaged by insects and become "weevilled."

The smaller cultivators are, however, much too poor to wait for a rise in prices, indeed in many cases their wheat crop is mortgaged to the local "bunniah" before it is gathered in from the field

So far the introduction of a variable proportion of the foreign matter found among Indian wheat is a natural and innocent consequence of the "ryot's" endeavour to ensure a return for his labour, together with possible carelessness as to the condition of his land, and the result of his primitive threshing, winnowing, and storing arrangements.

Any further addition of dirt, whether such addition be made by the "ryot" or by the "bepari" or middle-man, is due to the premium placed on dirty wheat by the stystem or basis of purchase which buyers for the European market have adopted.

It is assumed by the export houses in India that all Indian wheats contain a minimum of 5 per cent. of foreign matter, or, as it is called, "refracts" 5 per cent. *However pardoxical it may appear, it cannot be disputed that, in consequence of this fixed minimum "refraction," the "ryot" is a loser if he sells clean wheat, and must also lose by selling dirty wheat.*

The exporting buyers and the "bepari" or middle-man, by means of this 5 per cent. "refraction," play a "heads I win, fails you lose,' kind of game with the Native cultivators.

In effect, they are mulcted in a penalty increasing up to 5 per cent. the nearer their wheat approaches to a clean condition.

That is, other things being equal, the cultivator who sells wheat with a less percentage of dirt mixed with it than the fixed minimum loses the difference between 5 per cent. and the actual percentage of dirt present, or, in other words, if there is only 1½ per cent. of dirt in the parcel of wheat which he sells, he loses 3½ per cent.

Practically, the custom of buying subject to a fixed minimum "refraction" has established a standard of impurity, which there is neither fraud nor rascality in adulterating to, as, should an analysis of samples show the "refraction" to exceed 5 per cent., a deduction is made *pro rata* from the amount to be paid to the seller.

It would be placing the "ryot" much lower in the scale of intelligence than he actually is, to suppose him incapable of comprehending

that it is he who pays the cost of carrying 5 per cent. of foreign matter mixed with his wheat by rail and steamer from India, and up to the point of delivery into the hands of the miller, and also for the separation and removal of such foreign matter by washing and screening. But while it continues customary to buy on a fixed percentage of "refraction," it is clearly to his interest, to supply 5 per cent of dirt.

As excess "refraction" is deducted from whatever price may have been agreed on between buyer and seller in India, there does not appear to be any good reason for having a fixed standard of impurity.

If the deduction for impurity was made variable with the percentage found, the direct inducement to adulterate would be done away with.

A great reduction on the quantity of foreign matter now found in Indian wheats could undoubtedly be made by the "ryots" sowing clean seed wheat and exercising greater care in threshing and winnowing it, but so long as the present modes of threshing and storing continue, absolutely clean wheat cannot be produced.

Supposing it possible to remove all particles of dust and dirt, there would still remain the question of its being necessary to wash Indian wheats, because of possible defilement from the urine and droppings of the cattle employed in threshing, or, more correctly, treading it out.

The mixing of white and red varieties of wheat together is not an unimportant matter as regards the value and general suitability of Indian wheats for both stone and roller mills. But whether admixture is solely due to the sowing of mixed seed wheat, or to this coupled with carelessness on the part of the "bepari" or middleman, its tendency is to lessen values, and as there is no compensating advantage, such as payment for dirt affords, it may be regarded as a minor evil calculated to work its own cure.

The continuance of an objectionable tax on the Indian wheat export trade is necessarily a hindrance to the further development of India's vast resources as a wheat producing country, as yet only to a small extent utilized.

The tax is discreditable to both parties most directly concerned, that is to shippers and cultivators, but in a greater degree to the former than to the latter, since they are clearly chargeable with having introduced and fostered it for their own possible advantage.

It has been shown that it is impossible for the "ryot" to benefit by it. That being so, it cannot be fair dealing, or the loss would not thus inevitably be all on one side.

If the "shipper" incurred a risk of loss from shipping dirty wheat, it is reasonable to suppose that his influence would be exerted to remove such risk.

The writer's experience, when engaged in an endeavour to introduce steam threshing machinery into the Bombay Presidency and Central India in the early part of 1885, showed that "shipping houses" could not be induced to take any active part, or make any effort whatever, to promote the export of clean wheat from India.

Collectively, and as an abstract thing, merchants expressed warm approval of the principle of exporting clean wheat.

The Bombay Chamber of Commerce passed resolutions eulogizing and approving samples of clean wheat threshed by the steam threshing machine, and submitted to them by the Director of Agriculture (Mr. Ozanne), and condemned the shipping of dirty wheat to Europe. But when it came to taking a step out of the customary groove, when one of the largest "exporting houses" was asked to buy a parcel of absolutely clean wheat, threshed by the steam threshing machine in the Nasik district, the reply was a courteous refusal to purchase, on what was probably the most convenient and plausible pretext at hand, that "they never bought grain except where they had an agent established."

One member of an important "shipping house," in conversation with the writer, said frankly, "Why should we trouble ourselves on this matter? We do not come here to do business for the benefit of the 'ryot,' but for our own benefit, and, if we can do business to our own satisfaction and profit as things are, it is no concern of ours that the 'ryot' does not secure a fair price for his grain."

The custom of "selling forward," that is, selling a shipment of wheat in England before it is bought in India, and the method of adjusting prices on averages of samples adopted in this country, are both difficulties in the way of the exportation of clean wheat from India, but they could probably be more easily surmounted than the self-interest, apathy, and indifference of Indian wheat exporting firms.

The reforms necessary before any reduction can be effected in the quantity of dirt shipped with Indian wheats are,—1. Reform of trade customs. 2. The "ryot" must sow clean wheat in clean land. 3. The "ryot" must adopt some method of threshing and cleaning his wheat which will not necessitate its being brought into contact with the earth. 4. An improvement must be made in the mode of, or in the arrangement for storing.

A reform of trade customs should be the first step to be taken and this should begin by the repeal of the fixed minimum "refraction."

Wheat is purchased in India by measure, and sold in England by weight, and as earth and stones are, bulk for bulk, much heavier than wheat, the shipper obtains a slight advantage here also from "dirt."

In this connection it may be mentioned that the adoption of one standard of weights and measures throughout India would simplify and facilitate business. At present there are three or more.

There can be no doubt that, given an inducement to supply clean wheat by the offer of a higher price, that is, by the purchase of wheat on its merits—the only fair basis of purchase—clean wheat would be forthcoming.

Though the "ryot" may truthfully be described as foolishly conservative in many things, adhering to the manners and customs of his forefathers, with a pertinacity and determination which might often be more usefully directed, he will adopt an improvement readily enough when he sees clearly that it is to his interest to do so.

One of the principal reasons for his continuing to tread out the wheat on a threshing floor by means of bullocks is that, as already stated, he believes there is no other way in which the straw can be made into "bhusa" or fodder. He might, however, be shown that the straw could, if necessary, be trod into "bhusa," after the removal of the grain, by some such means as are now in use for threshing rice.

Winnowing and cleaning machinery would, undoubtedly, enable the "ryot" to produce a better sample of grain, but such machinery is not indispensable to the obtaining of clean wheat from India. Providing that clean seed wheat is sown in clean land, and that the resulting product is not afterwards brought into contact with the earth during threshing or cleaning, or stored in pits of the description at present in use, it is quite possible for the "ryot" to produce clean wheat with but a small and comparatively inexpensive addition to his present primitive applianes.

If the wheat was kept from contact with the earth by a sheet or sheets, made from the material used for "gunny bags," during the threshing and cleaning processes, one of the foregoing conditions would be complied with at a very small cost to the "ryot."

The general introduction and use of steam threshing machinery in the wheat growing districts of India is put forward as a solution of that part of the problem in hand connected with threshing and cleaning.

While there is much to be said in favour of the employment of steam threshing machinery in India, its introduction must necessarily be gradual, and to wait for its effect would be to postpone the desired improvement to an indefinite period.

The opinions and prejudices of the "ryot" are probably the least obstructive of the many difficulties in the way of a general introduction of steam threshing machinery into India.

Objections raised by the "ryots" to the working and to the result of the working of a steam threshing machine in 1885 were such as could be readily overcome.

The fact that the threshing machine did not bruise the straw and make it all into "bhusa" or fodder was the main objection raised against it. A good deal of importance was attached to this alleged shortcoming, and it was urged that the cattle could not eat the straw and chaff as produced by the threshing machine.

Believing the "bhusa" or fodder obtained in the ordinary way to be more or less tainted and defiled by preparation, the writer determined to submit the question to the bullocks themselves, as being the best judges of the qualities of "bhusa." Some broken straw and chaff produced by the threshing machine was therefore laid side by side with about an equal quantity of "bhusa" trodden and bruised by bullocks in the usual manner. Several bullocks were driven near the heaps and allowed to choose for themselves. In every instance, without exception, the bullocks, after sniffing at both the "bhusa" and the straw and chaff produced by the threshing machine, showed their preference for clean food by feeding greedily on the latter, and rejecting the native "bhusa." The "ryots" who witnessed this appeal to the discrimination of the bullocks were manifestly surprised and

disappointed that their opinion were thus contradicted, and had but few remarks to make on this point thereafter.

It must, however, be acknowledged that in consequence of the hard brittle nature of the most wheat straw grown in India, crushing and bruising renders it more suitable for fodder,—less liable to cause injury to the animal's mouth and throat.

Wheat straw is not always used as fodder in all the wheat growing districts of India, but it is resorted to when other more desirable fodder is wanting.

When necessary, the attachment of a straw crushing and bruising apparatus to the threshing machine removes all possible objection as to the unsuitability of the straw produced by it for fodder.

The only other sensible objections against the working of the steam threshing machine was that a small proportion of the grain was chipped.

Owing to the extremely dry, hard, brittle nature of the wheat straw, already alluded to, and the dry hard condition of the wheat, this defect will be found very difficult to entirely eliminate.

Superstitious ideas respecting the introduction of any, to the Natives, new-fangled inventions would be outweighed by a clear proof of pecuniary advantage to be reaped from their use, and the same may be said with regard to the objection that the "ryot" would have no employment for himself, his family, and his bullocks during the period of the year now occupied in threshing and cleaning his wheat.

Supposing the "ryot's" personal objections to be entirely met and overcome, however, the only way in which the vast majority of Native cultivators could obtain the use of a set of steam threshing machinery is by hiring, or by some form of combination to purchase, which has yet to be taught them, as the first cost is far beyond the resources of the individual "ryot."

Roads which would permit a set of steam threshing machinery to be drawn by bullocks across the country, have in many parts yet to be made, and any attempt to take a steam threshing plant, of the smallest size and capacity at present made, down a grade of moderate inclination would probably be attended with disaster, if bullocks were employed.

Facilities for loading or unloading heavy unwieldy articles, such as portable steam engines and steam threshing machines, are conspicuously absent from Indian railway stations.

There would undoubtedly be great difficulty and delay attending the execution of repairs to, or renewals of, parts accidentally damaged or destroyed, and the, to the Natives, somewhat complicated mechanism of a threshing machine, makes European management and supervision indispensably necessary for successful working.

These, in the opinion of the writer, are much more serious obstacles in the way of a general adoption of steam threshing machinery in India than the personal objections of the "ryot."

The question whether they are too difficult for British enterprise to surmount may be left with those who consider it to their interest to test the matter.

With regard to the storage of Indian wheat, it is probable that those who can afford to hold their wheat for a "rise" in prices could also afford the comparatively small expense of making their storage pits clean and vermin proof, by lining them with concrete, bricks, or stone.

Wheat is sometimes damaged in course of transit by exposure to wet, in consequence of no provision having been made at railway stations for temporary storage. This is a matter for the Railway Companies to remedy. If sufficient facilities are given for the examination of consignments at the railway termini, and the Railway Companies mulcted in penalties for failure to deliver in good condition as received, the needful covered, and in every way efficient, accommodation will soon be provided.

Turning to the attitude now assumed by the Indian wheat exporting houses respecting the exportation of clean wheat, they practically say,—"We have tied our own hands and those of the 'ryots' in this matter, and we cannot untie them without extraneous aid, or the assistance of the Government." But, while the influence, and, if necessary, the power of the Government of India may be, wisely and usefully exerted at a later stage, it does not appear that Government interference is required for the initiatory proceedings of the desired reform, unless it should be needful to compel the abolition of the premium on impurity.

If a consideration of the question in all its bearings by the Indian Council, and by representatives of the various Corn Trade Associations, should result in prompt, decisive, and efficient reforms in the mode of appraising values, and the form of purchase of Indian wheat in this country, export houses in India could no longer make the excuse they now appear to rely on as a sufficient reason for continuing the 5 per cent. minimum refraction, viz. "that it is necessary owing to the action of merchants in this country."

A trade custom which gives a manifest advantage to the most influential party may, however, be expected to die hard, and it is very questionable whether a free, spontaneous, and immediate reform in the required direction by shippers of Indian wheats may be anticipated, as a result of the expression of desires and opinions of millers and others in this country, however unanimous they may be.

In the event of it being found impossible to induce export houses to forego the advantage which a 5 per cent. minimum "refraction" gives them, the formation of a Syndicate to purchase and export clean wheat from India is the only way in which the question can be practically dealt with.

Such a Syndicate, if supported loyally by the millers in this country, and backed up by the influence and assistance of the Indian Government, to the extent of giving the "ryot" facilities for obtaining clean seed, and kindly counsel through their officials, could not fail in effecting the desired improvement.

As the adulteration of wheat cannot be held to be fraudulent, being practically legalized by the trade custom, it is difficult to see how any legislative enactment could be framed of a positive or prohibitory character to deal with it.

It might be found possible, however, to support a Syndicate for the purchase and exportation of clean wheat by passing an Act of a negative character, which would make trading in dirty wheat illegal, and, therefore, contracts made in respect of such wheat not binding nor recognized in a court of law.

In any case, no pressure should be put on the "ryot" to produce clean wheat until he can get a fair price for it. Then, in all probability, the necessity for coercion in any form will have passed away.

I am, Sir,
Your obedient Servant,

Sir George Birdwood. W. Gallon,
Assoc. M. Inst. C.E.

APPENDIX D.

INDIAN WHEAT AND ITS IMPURITIES.

To the Editor, "Beerbohm's Evening Corn Trade List."

10th May 1889.

Sir,—I cannot think the National Association of British and Irish Millers will submit to have the conditions under which wheat is to be shipped from India (except to the port of Liverpool) dictated to them by the London Corn Trade Association. The Hon. J. Forbes Adam says, "The fault lies not at the door of Bombay exporters, but with millers, buyers, and Corn Trade Associations in England," and he adds, that "the Bombay Chamber of Commerce resolved to request the London and Liverpool Corn Trade Associations to fix the refraction on all wheat sale contracts at not over 2 per cent." Liverpool agreed—London declined; and the latter followed this up with a report at the India Office meeting, which I felt bound to denounce as a most uncompromising document, and which is really the most obstructive and no surrender manifesto which, I should say, was ever issued from a public commercial body called upon to assist in the improvement of a great national commercial interest. I did not think before that an association could be found in England whose patriotism was so entirely confined to their pockets. I mentioned at the meeting that some of the largest firms in Ireland and England used very little Indian wheat, and several millers noted that a vast number of small millers *cannot* use it. The Government reports from millers prove this incontestably, but, notwithstanding this, I have failed to find one single sentence in the London Association's circular which admits willingness to co-operate in assisting the millers. It is suggested in the Government report that Indian wheat was probably sent to Mediterranean ports in better condition than to England, but I doubt this. In Marseilles I know that, the climate being dry and hot, washing is one of the ordinary operations of the wheat cleaning system on all wheats, and therefore all mills have the necessary washing and cleaning plants; but the manufacture of pure semolina is a large trade there, and some sorts of Indian wheat are found very suitable, but in the very best samples of semolina I found

traces of dirt and stone. This illustrates a fact well known to millers, that, after the "break flour," the next to be damaged is the highest qualities. Though I went to Lord Cross's meeting as a member of the London Chamber of Commerce, I had not intended to speak, but whilst sitting as a listner, a gentleman whom I do not know came and asked me to reply *for* the London contingent, as the other side had had it nearly all their own way. I did my best (though badly) to reply *to* them, and I wish I could have more forcibly assisted the northern corn traders and the millers. My knowledge of the milling trade enables me to say, without any chance of being contradicted, that almost unanimously the millers object to the dirt in Indian wheat, and the same, I believe, applies to the milling engineers. I believe they would thoroughly approve contracts being based on only 2 per cent. refraction. It is stated in the Government report that what Messrs. Ralli call the 5 per cent. *stuff (how clearly they know the name to give it) is partly made up of dirt and stones purchased by the Native traders, and mixed into the wheat* sold as "fair average quality."

The practice probably was suggested from the fact that the threshing floors are made of dry mud, in which there are also stones. As it will take years to generally introduce the threshing machine, I suggest that an effort should be made to introduce cement threshing floors.

Yours truly,

J. HARRISON CARTER.

APPENDIX E.

VICTORIA CORN MILLS, SHEFFIELD, 1*st June* 1889.

DEAR SIR,—Your report on the impurities of Indian wheat fully confirms the desire of English millers to purchase it cleaned.

But it will be in vain to ask either grower or dealer to furnish it clean unless it is to his advantage to do so.

English millers' objections to buy Indian wheat on terms of "f. a. q.," with dirt clause of 5 per cent. and average sample prepared in London, are manifold:—

1. That the grower does not deliver the wheat in marketable condition.
2. That on its passage to England the wheat is being consumed and deteriorated by that abominable pest the weevil.
3. That "average sample" which is to test the quality of delivery is a monthly preparation by the London Corn Trade Association over which the miller has no say.
4. That the "average sample" varies considerably, and affords no criterion to the millers what to expect in succeeding months. Buying this is very much like "pricking in the belt."
5. It is impossible to estimate the loss the English miller suffers by having to extract the weevil from the wheat in his mill, and so get the nuisance on his premises, instead of being

extracted by the grower. In some cases this extends to 5s. per quarter, and on tedious voyages in the hot season the wheat is rendered unfit for making flour.

6. That in cases of arbitration the members of the London Corn Trade Association are the sole arbitrators. Without in any way doubting the integrity of those gentlemen, it is easy to see the miller is placed at a disadvantage; that reciprocity is all on one side.

   A miller, who best understands the interest of millers, should form part of the arbitration to protect the buyer's interest.

7. In case of arbitration the miller, however far distant he may reside, is put to the trouble and expense of attending at the port where he bought the wheat, as there alone the arbitration must be held.

8. Indian wheat shipped with 5 per cent. of dirt in it can only be used by those English millers who have adopted costly cleaning machinery to treat it (who do not number one in twenty), thus sadly limiting the demand for Indian wheat. Were the wheat exported clean, its quality being well adapted to the English market, all millers would gladly use it, and thus aid the development of our Indian Colony.

9. The practice of adding dirt to the wheat is the most execrable of all. Of this admixture of dirt there is no possible method of ascertaining exactly the "5 per cent." The man who has the hardihood to mix 5 per cent. (or any less quantity), his elastic conscience will not scruple to mix 6 per cent. or more, which frequently proves the case to the miller, who has no remedy. In England there is a law to punish the miller if he adulterates flour; in India there should be a law to punish the man who adulterates wheat.

With its present rude mode of agriculture, India labours under many and serious disadvantages compared with those wheat growing countries who use the best applicances and facilities to lessen the cost of production. The latter could not easily be induced to return to the practice of those primitive times when it was commanded,—"Thou shalt not muzzle the ox that treadeth out the corn."

It is evident that, before India can take her stand on equal terms with other countries to produce wheat for the world's market, much labour and wise forethought will have to be exercised, and abounding difficulties overcome. Amongst those things that will greatly conduce to this end :—

1. Let Government provide good railway and road accommodation, and as far as possible all other helps for cheap and expeditious transit; also public elevators or warehouses at convenient stations where the farmer can store his grain cleaned, to be properly graded by a Government Inspector, so that he can either sell or keep it, after the practice universally adopted in America. In this way arbitration

(so objectionable to all parties) will be avoided. The wheat having a fixed character will be sold on its merits, on terms alike to seller and buyer.

I have seen in Dalrymple's farm, near Fargo, U.S.A., a wheat field of 12,500 acres cultivated by the plough and mules. The proprietor told me he should reap the whole in 14 days by mowing machines, and thresh and winnow the whole in 28 days, and place it in trucks on the railway to be sent to an elevator at New York properly prepared for sale.

2. Let the farmer be encourged and helped, if possible, to procure and use the best threshing and cleaning machinery, to enable him to send his grain properly cleaned to market. To prove how cleaned wheat will benefit him, take as an example 100 quarters wheat, sold with dirt in to extent of 5 per cent., reduced by better cleaning by the grower to 2 per cent.

	Qrs.
The English miller, or last buyer, receives of cleaned wheat	97
Of dirt, for which he has to pay the price of wheat	3
	100

	£	s.	d.
On this 3 qrs. dirt he has to pay carriage from the sender to the shipping port on an average, say, of 2*s.* per quarter	0	6	0
Freight from Calcutta to English port (20*s.* per ton) on 3 qrs.	0	13	4
From English port to mills in the interior, average (6*s.* 8*d.* per ton) on 3 qrs.	0	4	5
And for the dirt itself at, say 25*s.* per quarter, on 3 qrs.	3	15	0
	£4	18	9

Practically, on the 97 qrs., he receives 1s. per quarter, which more than compensates for the 10¾ per cent. reported to be lost by selling clean wheat instead of dirty.

	£	s.	d.
If the wheat was sold at 30*s.* per quarter, instead of 25*s.*, the amount would be	5	13	9
If the wheat was sold at 35*s.* per quarter instead of 25*s.*, the amount would be	6	8	9

Further, from machine threshing compared with bullock threshing the former will secure more and cleaner wheat from the straw (I think by 5 per cent.), and by good winnowing he will provide wheat clean and sweet instead of dirty, and often stale, from the bullock's presence, when the bran or rind of the wheat berry from its spongy nature is liable to absorb offensive moisture, causing the wheat to heat in transit.

If I have correctly estimated the advantage of steam threshing at 5 per cent.—

	£	s.	d.
5 qrs, at 25*s.* will yield	6	15	0
5 ,, 30*s.* ,,	7	10	0
5 ,, 35*s.* ,,	8	15	0

This (or whatever is the correct proportion) will be profit to the farmer, as the time and labour saved will recoup him for the cost of improved means of working.

The difficulties, vexation, and loss inflicted on the English miller by the present tortuous methods of selling Indian wheat would all be obviated by the grower preparing his wheat in a marketable condition, and would more than double the demand for it.

I am well aware that the needed improvements for India must necessarily be of slow and progressive growth. A knowledge of their defects, and how to improve them, must be their first steps to advancement.—I am, &c.,

SAML. SMITH.

APPENDIX F.

EXTRACT FOREIGN OFFICE DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

Report for the year 1888 on the Trade of the Consular District of Odessa (Russia).

The question of elevators, one of which has been successfully erected at Eletz, in the Government of Orel, at the junction of the Uslovaia-Eletz and the Orel-Verkhovie-Eletz-Griasi Railways, is now being seriously discussed by the Zemstvos, or Provincial Councils in my district. It is felt that, if steps are taken for the proper storage, conditioning, and sorting of grain at important centres, so that it should be forwarded, as means of transport are available, to the ports for shipment abroad, South Russia will be in a better position to compete with America and India than she is at present. How South Russia is pushing forward in the race of production is proved by the enormous development of the export trade from this port, and even at the end of 1888 only half the year's crop had been exported. The stock then in warehouse was estimated at 3,100,000 tchetverts (2,232,000 quarters), against 1,800,000 tchetverts (1,296,000 quarters), at the end of 1887.

Annex B gives the quantities and value f. o. b. of the several kinds of grain exported during the years 1887 and 1888, showing a very large increase in wheat, barley, rye, and oats, but a falling off in maize.

The average prices f. o. b. during the year were as follows :—

	s. d.
Winter wheat (Azima) Fine quality	28 6
Inferior quality	25 0 to 27 0
	s. d.
Spring wheat (Ghirka),—Fine quality	27 6
Inferior quality	24 0 to 26 0
Rye	16 0
Maize	18 6

The above prices are per Imperial quarter of 480 lbs.

Barley — 13*s.* per 400 lbs.
Oats — 10*s.* 6*d.* per 320 lbs.

Annex B.—RETURN of Principal Articles of Export from Odessa during the Years 1888 and 1887.

Articles.	1888.		1887.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat - - -	1,031,758	6,878,960	605,387	4,090,527
Barley - - -	356,660	1,543,020	263,451	893,139
Rye - - - -	216,251	741,437	175,113	708,087
Maize - - - -	179,280	982,810	325,969	1,300 393
Oats - - - -	60,539	293,040	23,855	93,565
Sugar - - - -	42,405	1,156,808	43,703	1,083,840
Flour - - - -	18,733	197,445	30,876	396,960
Wool - - - -	3,208	223,730	6,185	661,658
Sundry goods - -	161,628	1,491,920	271,803	2,639,145
Total - -	2,070,462	13,514,170	1,746,342	11,857,304

APPENDIX G.

NATIONAL ASSOCIATION OF BRITISH AND IRISH MILLERS.

Memorandum of the Council in reference to the Conference on the Impurities in Indian wheat, held by invitation of Viscount Cross, G.C.B., Her Majesty's Principal Secretary of State for India, at the India Office, 8th May 1889.

The Council is of opinion that it would greatly tend to the increased consumption of Indian wheat if it came in a cleaner state to this country, and that no good reason exists why it should not do so.

Indian wheat is at present manufactured into flour by a comparatively few millers, who have large mills and sufficient plant of elaborate cleaning and washing machinery to prepare it for use. If it came cleaner it would be purchased by the smaller millers, who cannot now use it on account of its filthy condition.

It appears to this Council quite absurd to defend on any grounds the useless waste of labour and money in bringing thousands of miles a considerable proportion of dirt and other impurities, which must be eliminated before the wheat can be ground, and which could be as readily and effectually done at the port of shipment or principal centres of collection in the interior of India.

The amount of dirt in the wheat has, however, another bearing on the question. The impurities largely consist of pieces of earth from the threshing floor, impregnated with offensive animal matter, and this, being packed with the wheat in bags, during the long voyage in close confinement imparts to the grain a taste and smell which is very objectionable, and which cannot be removed altogether by the most elaborate and costly cleaning and washing. There appears to be no good reason why the wheats of India should not be delivered into England of nearly as good flavour and sweetness as from other distant countries.

The Council have considered the statements put before Lord Cross by the London Corn Trade Association, and wish to state that they are not at all in accord with them in this matter, nor do they agree that the views of millers are accurately given in the document in question, which is presumably written in the interest of shippers and not of the public. There can be no doubt that the replies from the 510 millers in answer to the questions submitted to them by the India Office fairly represent the opinions, not only of themselves, but of the great bulk of the 8,000 corn millers of the United Kingdom.

It has been argued that millers need not buy on the form of contract issued by the Corn Trade Association, but can purchase on sample on arrival; but, as a rule, millers purchase Indian wheat for forward shipment in order to cover the sales of flour made for forward delivery, and are compelled to use the form of contract or not buy in this way at all. The Indian wheat coming by the Cape is very much purchased for its convenience as "cover," and if the millers so buying are not able to clean it they have to sell on arrival. It is, therefore, of great importance that the contract form should be altered, and the proportion of dirt allowed very much reduced.

The Council hopes that the Indian Government will not allow the question to rest until some improvements have been effected, and insist on the wheat being shipped in a cleaner state from the ports of that country, and further trusts that any persons who purposely adulterate wheat with impurities may be dealt with by the criminal law, as the practice tends to injure the quality and flavour of the grain, and to bring into disrepute the produce of a portion of the British Empire, whereby the trade of the Empire is injured, and the grain of foreign countries obtains an advantage in English markets from causes which are largely preventable.

On behalf of the Council,

R. HARVEY DAW, President.
J. H. CHATTERTON, Secretary.

61, *Mark Lane, London*, 15*th June* 1889.

APPENDIX II.

ARBITRATIONS.

BOMBAY CHAMBER OF COMMERCE, *24th July* 1889.

The SECRETARY, Native Piece Goods Merchants' Association, Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber to ask you to be good enough to favor them by revising the list of merchants your Association consider competent to act on piece goods arbitrations, under the agreement come to with the Chamber on the 28th January 1885. My Committee understand that some of the members have, for various reasons, ceased to be competent to act as surveyors, and it may be that there are others thoroughly qualified but who do not appear in the list.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY NATIVE PIECE GOODS MERCHANTS' ASSOCIATION.

BOMBAY, *25th July* 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have much pleasure in acknowledging the receipt of your letter, dated yesterday, and, in reply, I beg to state that the same will be laid before the next Committee meeting of our Association, and the result arrived at will be communicated to you in due time.—I remain, &c.,

MOWJEE PREMJEE TOOLSEEDASS,

Honorary Secretary.

BOMBAY NATIVE PIECE GOODS MERCHANTS' ASSOCIATION.

BOMBAY, 27*th September* 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—In continuation of my letter, dated 25th July last, I have the pleasure to say that yours of the 24th idem was placed before the Committee meeting of our Association, who in reply have directed me to hand you the following list of members—selected by the majority of votes—they think qualified as surveyors in the disputes arising between the piece goods dealers and the Bombay importing houses in their piece goods transactions.

Our Committee further direct me to communicate to you, that in several instances great dissatisfaction had arisen in the matter of the final decisions by the European umpires, in cases where both surveyors disagreed and when the matters were referred to the Chamber's Committee for arbitration, and therefore request you to include the names of following six native surveyors in your list of umpires, and hope our suggestion will meet with your approval.—I remain, &c.,

MOWJEE PREMJEE TOOLSEEDASS,
Honorary Secretary.

List of Surveyors.

Mr. Damodher Gokuldas, of Messrs. Morarjee Gokuldas & Co.
" Mowjee Premjee Toolsidas, of Mr. Premjee Toolsidas.
" Purshotam Cooverjee, of Mr. Tricumdas Purshotam.
" Ramjee Lakhmidas, of the Firm of the same name.
" Hemraj Canjee, of the Firm of the same name.
" Lukhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
" Canjee Dharamsey, of Mr. Kalidas Dharamsey.
" Ruttonsey Damodher, of Mr. Megjee Hemraj.
" Dharamsey Callidas, of Mr. Ranchod Kallidas.
" Purshotam Govindjee, of the Firm of the same name.
" Burjorjee Cowasjee, of Mr. Cowasjee Temuljee.
" Jivram Vishanjee, of Mr. Jagjeewan Govindjee.
" Rowjee Naranjee, of Mr. Ruttonsey Canjee.
" Liladhur Jeyram Naranjee, of Messrs. Vishram Mowjee & Co.
" Narandas Thakersey Mooljee, of Messrs. Thakersey Muljee Sons & Co.
" Madhowjee Thakersey, of the Firm of the same name.
" Laljee Jivraj, of Mr. Ghella Dayal.
" Vishanjee Purshotam, of Mr. Megjee Govind.
" Jadowjee Jagjiwan, of Mr. Jagjiwan Hemraj.
" Purshotam Govindjee, of Mr. Damodher Haridas.
" Chaturbhoj Shivjee, of Mr. Gokuldas Shivjee.
" Purshotam Naranjee, of the Firm of the same name.
" Vithaldas Khetsey, of Mr. Purshotam Lakhmidas.
" Mathradas Mowjee, of Mr. Gokuldas Morarjee.
" Jivandas Tricumdas, of the Firm of the same name.

List of Umpires.

Mr. Damodher Gokuldas, of Messrs. Morarjee Gokuldas & Co.
" Mowjee Premjee Toolsidas, of Mr. Premjee Toolsidas.
" Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
" Liladhur Jeyram Naranjee, of Messrs. Vishram Mowjee & Co.
" Narandas Thakersey Mooljee, of Messrs. Thakersey Mooljee Sons & Co.
" Purshotam Govindjee, of Mr. Damodher Haridas.

BOMBAY CHAMBER OF COMMERCE, *9th October* 1889.

The HONORARY SECRETARY, Bombay Native Piece Goods Merchants' Association.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 27th ultimo, and to thank you for the list of the names of gentlemen belonging to your Association whom your Committee consider competent to act on piece goods surveys. The names will be recorded as surveyors, but with regard to the names which you wish should be added to the list of umpires, my Committee desire me to say that they regret they cannot add any names to the list of umpires appointed by the Chamber of Commerce, except those of gentlemen who are members of the Chamber.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX JJ.

MACHINERY FOR THE PREPARATION OF ALOE-FIBRE FOR EXPORT.

PORT LOUIS, *9th April* 1889.

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—We are manufacturers of Fibre extracted from the following kinds of fibrous plants :—

1st. Agave Americana *L* (Aloës bleu) ;

2nd. Agave Angustifolia *Hano* (Aloës a petites feuilles) ;

3rd. Foucroya Gigantea *Vent* (Aloes vert) ;

and we are also the inventors of a new machine for extracting Fibre from the different kinds of Aloes.

We beg that you will kindly give us the following information, our intentions being to extend our business to other countries, particularly India, if it is possible to obtain Government lands on which such plants are to be found.

1st. Does Aloes grow in India in such large quantities as to be a commercial success ?

2nd. If so, in what district or province is it to be found in large quantities ?

3rd. How is land procurable from Government ; by lease, purchase or concession ?

4th. What is about the quantity of plants likely to be found on an acre, or on a square mile ? It takes from 120,000 to 150,000 leaves to make up a ton of best Fibre.

5th. Is any Aloe Fibre exported from India to Europe ?

Our intention being to take a patent for our invention we will wait for your answer, before taking a trip to Bombay, and we hope that you will be kind enough to give us any information regarding the Aloes.

Our machine is the only steam power on the Island of Mauritius, and each set of machinery can with ease produce 2 tons of Fibre daily. The great drawback here is the want of the raw leaves, it has to be gathered from different parts. Hoping to hear from you soon.—We remain, &c.,

HOUET & RIBET.

BOMBAY CHAMBER OF COMMERCE, *27th April* 1889.

Messrs HOUET and RIBET, Port Louis, Mauritius.

DEAR SIRS,—I have laid before the Committee of the Chamber your letter of 9th instant, enquiring as to the extent and locality of the growth of the Aloe plant in India and the facilities you would be able to obtain in establishing machinery for extracting fibre therefrom.

In reply, I am directed to inform you that the Aloe grows wild to an enormous extent all over India and there would be no difficulty whatever in obtaining, practically, an unlimited supply of the plant.

Owing to the recent activity in the demand for fibre in Europe, a considerable trade has been done of late in exporting the raw unprepared leaves, and if your machinery is well adapted for the purpose, my Committee are decidedly of opinion that a wide field exists, with every prospect of success, for extracting the fibre before shipment.

The Government of India has always shown the greatest anxiety to encourage the introduction of machinery for the treatment of the numerous fibrous plants produced in this country, and there can be no doubt you would be afforded every facility in establishing your undertaking.

Land is procurable on easyt erms and provided your machinery proved suitable there would be no serious difficulty to contend with in developing the enterprise.

The Committee of this Chamber, I am directed to say, will be happy to render you all the assistance in their power, and would welcome the introduction of an industry which in India they believe has a great future before it.—I remain, &c.,

JOHN MARSHALL, Secretary.

APPENDIX KK.

SHIPMENT OF COTTON WASTE AND DROPPINGS.

THE INSTITUTE OF LONDON UNDERWRITERS,

LONDON, 1*st February* 1889.

JOHN MARSHALL, Esq., SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have to acknowledge receipt of your letter of the 5th ultimo, and note that you have been good enough to pass on my letter, regarding ventilation, to the Bombay Underwriters' Association. I venture however to point out to you again, that the damage arising from imperfect ventilation, is not damage for which underwriters are liable under their policy, and, on this ground, demur to your conclusion that the question is one which "more closely affects Underwriters." The parties most interested are the shippers, and any pressure brought to bear upon shipowners and captains, to give greater consideration to the matter, can more effectually come from them than from others not so immediately concerned.

Our attention has lately been directed to frequent shipments of dirty and oily cotton waste, from your port, principally, to the United States. Recent investigations into the causes of fires in American Cotton, have demonstrated beyond dispute that cotton impregnated with oil is a highly sensitive commodity, liable, at any time, to catch fire spontaneously. It has also been represented to us that so dangerous do the Fire Underwriters in America consider the stuff to be that they now require it to be stored in open lots, and away from the neighbourhood of any other merchandize or buildings. I have been requested to call your attention to these facts, and to ask you to kindly inform me whether the local authorities are alive to the danger of the article, and have taken any steps so to surround its shipment with precautions that the danger from spontaneous combustion is reduced to a minimum.—I am, &c.,

CHARLES W. EMSON, Secretary.

BOMBAY CHAMBER of COMMERCE, 22*nd February* 1889.

The SECRETARY, Institute of London Underwriters, London.

DEAR SIR,—I have submitted to the Committee of the Chamber of Commerce your letter of the 1st instant.

In reply to your remarks regarding " Cotton Waste, " I am directed to inform you that after most careful consideration and enquiry, the Committee do not think it necessary to cause inconvenience to the trade by inviting any special precautions being taken with reference to shipments of this article. The trade in cotton waste has been going on for more than twenty years and is steadily increasing, shipments now being about 70,000 bales per annum, and no report has yet reached the Chamber of spontaneous combustion having taken place in shipments from Bombay.

It does not appear to my Committee therefore that any necessity yet exists for exceptional measures being adopted in regard to the shipment of this article.—I am, &c.,

JOHN MARSHALL, Secretary.

THE INSTITUTE OF LONDON UNDERWRITERS,

LONDON, 20*th March* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 22nd ultimo, and note that your Committee, after most careful consideration and enquiry, do not think it necessary to cause inconvenience to the trade by inviting any special precautions being taken with reference to shipments of this article. My Committee fully appreciate your reasons for this decision, and are far from wishing that any measures likely to injuriously affect the trade should be taken without urgent necessity; still they venture to hope that the acknowledged danger of the mixture of oil and cotton will not be lost sight of by your Committee.—I am, &c.,

CHARLES W. EMISON, Secretary.

P. S.—The enclosed cutting is extracted from the *Shipping and Mercantile Gazette* of the 8th inst. :—

COTTON WATSE SHIPMENTS.—The Secretary of Lloyd's, in reply to a letter from him concerning the shipment of cotton waste of a dangerous nature from Indian ports, has received from the Board of Trade the following copy of a minute to the Director of Artillery, by Sir F. Abel, C.B, dated Feb. 8, 1889 :—" The liability of cotton waste, which is more or less impregnated with an oxidisable oil, to become heated to such an extent that combustion may be developed, has long been well known, and precaution are very generally taken in factories to prevent the accumulation of oiled waste on that account. The extensive employment of mineral oils as lubricants, which are not susceptible of oxidation, has to some

extent reduced risks from this cause, but it is probable that this is not the case in India, and there can be no doubt that the shipment of bales of oily waste must be attended with very considerable risk."

No. 2896-C. OF 1889.

BOMBAY CUSTOM HOUSE, 26*th April* 1889.

To the SECRETATY, CHAMBER of COMMERCE, Bombay.

Sir,—I have the honor to forward to you some papers in connection with the practice of shipping bales of dirty and oily waste and to request the favour of your opinion as suggested in Commissioner of Customs No. 1717, of 31st March 1889.

An early reply would oblige.—I have, &c.,

H. W. BAGNELL,
For Collector of Land Revenue, Customs and Opium.

No. 4.

STATISTICS AND COMMERCE.

INDIA OFFICE, LONDON, 14*th February* 1879.

His Excellency the Right Hon'ble the GOVERNOR in COUNCIL, Bombay.

MY LORD,—I forward herewith a copy of a letter from the Board of Trade, and enclosures, relative to the practice of shipping bales of dirty and oily waste, and I request to be furnished with a report on the subject of this correspondence, and with the opinion of your Excellency whether steps ought to be taken to prohibit such shipments being of a dangerous nature.—I have, &c.,

CROSS.

Loading.

BOARD OF TRADE, MARINE DEPARTMENT.

LONDON, S. W., 26*th January* 1889.

To the UNDER-SECRETARY of STATE for INDIA.

SIR,—I am directed by the Board of Trade to forward for the information of the Secretary of State for India, a copy of a letter and inclosure from the Liverpool Underwriters' Association, relative to the

shipment in Bombay and Calcutta of bales of dirty and oily waste which is believed to be of a highly dangerous nature and liable to spontaneous combustion.

The board would be glad to receive the observations of the Indian Government in the matter.—I have, &c.,

THOMAS GRAY.

The Liverpool Underwriters' Association.

Exchange Buildings, Liverlool, 17*th January* 1889.

The Secretary, Board of Trade, Marine Department, White Hall, London, S. W.

Sir,—I am directed by the Committee for managing the affairs of this Association to forward for your information a copy of certain correspondence which has been received in Liverpool relative to the shipment in Bombay of bales of dirty and oily waste which is believed to be of a highly dangerous nature and liable to spontaneous combustion. The Committee have also been given to understand that similar shipments have been made in Calcutta particularly in vessels bound to the United States of America, and a letter, dated the 4th instant, addressed to this Association from the National Board of Marine Underwriters, New York, states that the New York Board of Fire Underwriters considers the article in question so dangerous that it is now required that the material shall be stored in open lots, as the Fire Underwriters decline to allow it to be in the neighbourhood of any other merchandise or buildings.

The Secretary of the National Board goes on to state that it has occurred to the Inspection Committee of this Board that the recent fires on board Calcutta ships during the last 12 months may have been caused by spontaneous combustion among this waste and we have in mind the loss of the ships "*Fairholme*," "*Galgate*," and "*Stephen D. Horton*," which are known to have been burnt, and the ship "*Fairagut*" which has been missing for some months and is undoubtedly lost.

With a view to endeavouring to put a stop to the practice my Committee are now in communication with the several Boards of Underwriters in London, Bombay and Calcutta, but they also deem it their duty in view of the importance of the question to bring the matter under the consideration of the Board of Trade.—I am, &c.,

W. H. BARKER, Secretary.

The Liverpool Underwriters' Association.

Exchange Buildings, Liverpool, *December* 20*th* 1888.

Extracts from correspondence received in Liverpool from Messrs. Killick, Nixon and Co., Bombay, relative to the practice of shipping

parcels of cotton waste and droppings more or less saturated with oil under cover of Lloyd's Surveyor certifying the same to be safe.

Oily Waste. We have written about this again to the Underwriters and enclose correspondence.

We are powerless to a great extent in stopping the stuff being shipped.

The certificate given by Lloyd's Surveyor says it is fit to be shipped in certain conditions and naturally the Chief Officer of a steamer when he sees that ships it.

Many of the bales shipped by "*Amana*" were certainly oily waste, and not lawful merchandise, and we stopped about 372 from being shipped.

We think that apart from the danger of fire which apparently is small according to the Secretary of the Underwriters' Association that claims could and would be made for damage done to sensitive cargo like wheat, rice, &c.

Unless we have some one down watching a steamer loading the whole time, similar bales will be shipped.

These bales are always so carefully covered with gunny that the contents cannot be seen without cutting it off for inspection, and natives wont do it.

Do you think Lloyds' surveyor's certificate should be accepted ?

Of course if we berth a steamer we can always decide whether to take this stuff at an extra rate or not (if not being lawful merchandise) but when we fix a steamer the Charterers contend that as Lloyd's surveyors has passed it fit to be shipped we should take it.

Had we refused to ship any of the bales by "*Amana*" she would have been delayed as she wanted light cargo.

Then again the bales that are very oily weigh considerably more although measuring the same and this is another decided objection.

We send three samples A. B. C.

A. being very oily.

B. not so much.

C. part of a gunny covering a bale containing waste as oily as sample A.

The Secretary to the Underwriters' Association, you will observe, shirks the question of damage to other cargo through contagion.

This is not in his province we suppose.

You will see also that Lloyd's surveyor gives a certificate worded exactly the same for both kinds of oily waste A. and B. whereas A. is infinitely more oily than B.

The samples sent, of course, by now have dried up considerably, but the paper which they were originally wrapped in will show how oily they were and also the gunny. Even now the new and second wrapper shows traces of oil.

The shippers knew very well we were right in shutting the stuff out and refusing to take what we did as they made no complaint or claim on charters.

No 5.

Statistics and Commerce.

INDIA OFFICE, LONDON, 28*th February* 1889.

HIS EXCELLENCY the Right Honourable the GOVERNOR in COUNCIL, Bombay.

MY LORD,—In continuation of my despatch, dated the 14th February, No 4, I forward herewith a copy of a further letter from the Board of Trade, enclosing a memorandum by Sir F. Abel respecting shipment of oily waste.—I have, &c.,

CROSS.

M. 3638

Unseaworthiness.

BOARD OF TRADE, MARINE DEPARTMENT.

London, S. W., 19*th February* 1889.

SIR,—With reference to your letter of the 9th instant (R S. and C S 48) concerning the shipment of cotton waste of a dangerous nature from Indian Ports, I am directed by the Board of Trade to transmit to you, for the information of the Secretary of State, the accompanying Copy of Memorandum by Sir F. A. Able, C. B., upon the subject which has been received in this department through the War Office,—I have, &c.,

THOMAS GRAY.

No. 2484 OF 1889.

REVENUE DEPARTMENT.

BOMBAY CASTLE, 29*th March* 1889.

Forwarded to the Commissioner of Customs, Salt, Opium and Abkari, for favour of report in continuation of Government endorsement No. 2432, dated 28th instant.—I have, &c.,

J. DE C. ATKINS,

Ag. Under-Secretary to Government.

No. C. 2240 OF 1889.

Forwarded to the Assistant Collector, Export Department, for early report.

No. 229 OF 1889.

EXPORT DEPARTMENT, *15th April* 1889.

With reference to the foregoing correspondence regarding shipments of cotton waste and twist waste ending with Commissioner's No. 1717 of 1st April, the undersigned has the honor to state that the trade is for the most part in the hands of native merchants, who generally buy direct from the local mills. A statement of shipments with particulars as to the names of the shippers, &c., for the year ending 31st March, is submitted herewith. It is shipped in three qualities. Waste, of the 1st quality is usually bought up by millowners who after subjecting it to a cleaning process mix it up with ordinary cotton and use the same in the manufacture of low fabrics. The second quality is used in the manufacture of paper and the third quality which is very dirty is used in cleaning machinery. It may be stated that a portion of the shipments to Liverpool is sent across to America. These shipments are described in shipping bills as "cotton waste," "cotton wist waste," "cotton droppings" and "cotton fly."

The undersigned is not aware of any instance in which the occurrence of damage to vessel or other cargo has been brought to the notice of the Customs authorities.

With respect to the Commissioner's enquiry as to whether any imposition of restrictions under Section 19 of the Sea Customs Act is necessary, the undersigned would beg to state that no such step is in his humble opinion necessary, as under the present practice shipments of waste are not allowed to be made until the Lloyd's surveyor examines the stuff at the presses before it is packed into bales and grants certificates (form of certificate attached). The granting of such certificates after due examination is, the undersigned submits, a sort of restriction in itself as the surveyor passes only such stuff which he considers in his judgement as non-dangerous and fit for shipment. The trade in the article has increased and is likely to increase as the local mill industry continues expanding, and it would be simply killing the trade were the Government to put any restriction under the Sea Customs Act. Moreover it will be seen from the correspondence that a difference of opinion exists among the Underwriters themselves, the London and Liverpool Underwriters holding that some sort of restriction is necessary, while the Bombay Underwriters who being on the spot are in a better position to form an opinion on the subject under reference, maintaining that no further restriction is necessary.

Asst. Collector of Customs.

I the undersigned hereby certify that at the request of Mr. I attended at the Press and there examined the undernoted goods with reference to their condition for ship-

ment Bales of Cotton waste
do Heald Waste I found the above
Bales to be clean, free from oil and in a fit and proper condition for shipment.

Surveyor.

No. 2432 OF 1889.

REVENUE DEPARTMENT.

BOMBAY CASTLE, 28*th March* 1889.

Forwarded to the Commissioner of Customs, Salt, Opium and Abkari for favor of an early report.—I have, &c.,

J. DE C. ATKINS,

Acting Under-Secretary to Government.

No. 1717 OF 1889.

Dated 28*th March* 1889.

Forwarded to the Collector of Land Revenue and Customs for favor of enquiry and report more particularly as for the parties by whom the extent to and the purpose for which shipments of oily waste are made. How such shipments are described in Custom's documents. Whether the occurrence of any damage to ships in other cargo has come to notice and whether the imposition of any restrictions under Section 19 of the Sea Custom's Act or otherwise is necessary or advisable.

The Chamber of Commerce might be consulted.

An early reply is requested.—I have, &c.,

A. C. TREVOR,

Acting Commissioner of Customs.

BOMBAY CHAMBER of COMMERCE, 15th May 1889.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. C 2896 of 26th ultimo, handing correspondence respecting the shipment from Bombay of oily waste, and soliciting the opinion of the Chamber thereon.

After most careful enquiries, my Committee direct me to say that they do not consider the conditions under which cotton waste is shipped from Bombay likely to lead either to spontaneous combustion or to damage to other cargo carried in the same vessels. The trade has now been going on for about fifteen years, steadily increasing year by year, and there is no record of any fire having been caused by the article up to this time. The Bombay Underwriters' Association, for their own protection, have caused certain precautions to be taken in regard to the export of the article, notice being sent to all underwriters of any shipments being made, and agents of ships and steamers only accept the article as cargo on condition that the shippers produce a certificate from Lloyd's Surveyor that the stuff is sufficiently free from oil to be safe for shipment. These precautions, judged by results, the Committee consider ample for all purposes of safety, and they would strongly deprecate any restrictions being placed upon the export of waste by the Customs authorities. Such restrictions greatly hamper a rapidly growing trade which is necessary to the prosperity of the cotton manufacturing industry in India, and the Committee trust that Government will be advised to inform Her Majesty's Secretary of State for India accordingly.

In the letter from the Liverpool Underwriters' Association to the Secretary of the Board of Trade, under date of 17th January 1889, my Committee observe that while no instances are given of any fires having taken place on board of Bombay vessels, a suggestion is made that recent fires on board Calcutta ships during the last twelve months may have had their origin in spontaneous combustion among waste, but the vessels they instance, namely, "*Fairholme*," "*Galgate*," *Stephen D. Horton*" and "*Fairagut*" do not appear to have had a single bale of cotton waste amongst their cargoes, a memorandum of which I append for your information. For your further information my Committee desire me to hand you copy of a letter addressed by the Bombay Underwriters' Association to Messrs. Killick, Nixon and Co. on this subject, a copy of which has been placed at their disposal.—I have, &c.,

JOHN MARSHALL, Secretary.

Names of Ships.	Sailed from Calcutta on	For	Cargo Carried :—															
			Jute Raw.	Jute Cuttings.	Gunny Cloth.	Saltpetre.	Linseed.	Cutch.	Gunny Bags.	Materials for making Paper.	Bamboo.	Indigo.	Turmeric.	Nuxvomica.	Hides.	Castor Oil.	Lac.
		Newyork.	Bales.	Bales.	Bales.	Bags.	Bags.	Bags.	Bales.	Bales.	Bundles.	Chests.	Pockets.	Bags.	Bales.	Cases.	Cases.
"Galgate"	9th November '87.	Do.	50	13,467	83	734	1,511	...	...	...	...	...	...	...	...	...	...
"Fairholme"	8th February '88.	Do.	3,747	6,767	...	...	4,804	671	...	...	...	...	...	...	...	...	...
"Stephen D. Horton" ..	1st October '88 ..	Do.	2,995	5,822	...	1,088	...	400	50	2,100	250	...	...	...	...	...	...
"Faragut"	17th January '88.	Do.	4,964	4,300	...	...	...	1,477	...	...	100	353	3,000	46	50	100	300

APPENDIX LL.

ERECTION OF A LIGHT-HOUSE ON QUOIN ISLAND.

BOMBAY CHAMBER OF COMMERCE, 13*th February* 1889.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to bring to the notice of Government the urgent want which exists for a light-house and first-class light being erected on Quoin Island, the highest peak of the Abu Ail Islands, lying to the north-east of Jebel Zukur in the Red Sea.

2. The Abu Ail group of islands are in the direct route of steamers sailing between Suez and the Straits of Perim, and may be taken as forming the centre of the most intricate and dangerous piece of frequented navigation in the Red Sea remaining unprotected by a light. Several wrecks have occurred in the immediate vicinity of these islands, which in all probability would have been averted had a light existed in the position indicated, and professional opinion is strong and unanimous as to the pressing necessity of the work.

3. From the information at the disposal of the Committee, there seems no doubt that the most eligible position for the light would be on Quoin Island, which has not only the advantage of standing about 350 feet high, but marks the eastern side of the channel three miles wide through which steamers generally pass. Situated, moreover, about 18 miles to the south-eastward of the "Avocet" rock, a 20-mile light would bring that danger well within its radius and enable navigators to lay a safe direct course clear of the rock from or to Zebel Teir.

4. The Committee of the Chamber accordingly trust

that in view of its emergent importance, His Excellency the Governor in Council may be pleased to represent in the proper quarter the desirability of erecting on Quoin Island a light-house with a light sufficiently powerful to be visible from the deck of a steamer at a distance of at least 20 miles, urging at the same time that the work should be taken in hand with the least possible delay.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 63 OF 1889.

MARINE DEPARTMENT,

BOMBAY CASTLE, 1*st March* 1889.

From the SECRETARY to GOVERNMENT to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In acknowleding the receipt of your letter, dated 13th ultimo, regarding the urgent want of a light-house and 1st class light on Quoin Island, the hightest peak of the Abu Ail Islands, lying to the north-east of Jebel Zukur in the Red Sea, I am directed to state that a copy of the same has been forwarded for the early consideration of the Government of India.—I have, &c.,

B. H. POTTINGER, Major-General,
Secretary to Government.

No. 128 OF 1889.

MARINE DEPARTMENT,

BOMBAY CASTLE, 15*th April* 1889.

From the SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—Referring to my letter No. 63, dated 1st ultimo, I am directed to forward the accompanying copy of one from the Secretary to the Government of India, No. 1676, dated 2nd instant, with reference to the representation by the Chamber regarding the want of a light-house and 1st class light on Quoin Island.—I have, &c.,

B. H. POTTINGER, Major-General,
Secretary to Government.

No. 1676.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

STATISTICS AND COMMERCE.

Commerce and Trade.

Lights and Light-Dues.

CALCUTTA, *2nd April* 1889.

To the SECRETARY to the GOVERNMENT of BOMBAY, Marine Department.

SIR,—I am directed to acknowledge the receipt of the papers transmitted with your endorsement No. 63, dated the 1st March 1889, bringing to notice the urgent want of a light-house and 1st class light on Quoin Island, the highest peak of the Abu Ail Islands lying to the north-east of Jebel Zukur in the Red Sea.

2. I am to state that a copy of the papers has been transmitted to the Secretary of State for the consideration of the Board of Trade. I am to add, for the information of His Excellency the Governor in Council, that the position taken up by the Government of India in the matter of the construction and maintenance of lights in the Red Sea, is that it cannot itself undertake to do this work, though it considers it very desirable that the work should be done, and, if some arrangement can be made about the levy of tolls, will be ready to assist by collecting those which will be leviable on vessels trading to India. The settlement of the question must rest with Her Majesty's Government in England in communication with the other countries interested.—I have, &c.,

J. E. O'CONOR,

Assist. Secy. to the Govt. of India.

APPENDIX MM.

RATES OF COMMISSION.

LLOYD'S, 17*th December* 1888.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am instructed by the Committee of Lloyd's to inform you that complaints have been made to them of certain fees charged in some British Colonies under the sanction of the Chambers of Commerce of those Colonies. I am in consequence directed to beg that you will be so good as to point out to the Committee of the Chamber of Commerce in Bombay that the large increase in the tonnage of vessels has within late years caused a corresponding increase in the size and value of cargoes, and that rates of commissions levied on the basis of the values of cargoes which were reasonable in former days, when small sailing vesesls were chiefly employed, would rise to unreasonable sums at the present time when cargoes are of comparatively enormous value.

My Committee would also wish to remind you, that on account of the extension of telegraphic communication throughout the world, agents can relieve themselves of considerable responsibility, by requesting instructions by telegraph, and that this greatly reduced responsibility should be taken into consideration in estimating remuneration.

My Committee would therefore venture to suggest to the Committee of your Chamber of Commerce that in case commissions sanctioned by that body have not been revised within the last few years it might be desirable to allow the same to be considered, and my Committee consider with regard to commissions on disbursements the charges should now be as follows :—

(*a*) When a banker's or other approved credit is provided, 1 per cent.

(*b*) When funds are found by the agent, and the amount is drawn for without recourse to bottomry, 2½ per cent.

They would also wish to bring under the notice of your Chamber of Commerce the scale of fees, which, after mature consideration, has been adopted by the Committee of Lloyd's as a basis for charges to be made by Lloyd's agents, which appears to my Committee might be reasonably adopted by your Chamber of Commerce.—I have, &c.,

H. M. HOZIER, Secretary.

		Agents' Fees not to exceed. Europe. £	s.	d.	Beyond Europe. £	s.	d.
1.	For attending survey and valuation of goods, if under £200 in value, including granting certificate and attesting documents ...	1	1	0	2	2	0
2.	For attending survey and valuation of goods, if £200 or upwards in value, for every day's attendance during which the valuation or survey continues, including granting certificates and attesting documents.	2	2	0	3	3	0
3.	For attending sale of goods, if the purchase money is under £200	1	1	0	2	2	0
4.	For attending the sale of goods, if the purchase money is £200 or upwards, for every day during which the sale continues	2	2	0	3	3	0
5.	For supplying bottomry, respondentia, or arbitration form.....	0	10	6	0	10	6
6.	For attesting do. do. each copy.	0	10	6	0	10	6
7.	For certificate of report relating to the condition of a ship, her machinery, or equipment, or any portion thereof, or to the condition or stowage of her cargo, or any portion thereof, or relating to the sale of a damaged hull, or her cargo, or any portion thereof, in addition to expenses, if any	1	1	0	1	1	0
8.	For filing a request for survey and issuing order of survey	0	10	6	1	1	0
9.	For making out and registering a copy of any document, if not exceeding 100 words ...	0	10	6	0	10	6
10.	Do., if exceeding 100 words, for every additional 100 words, or fraction thereof	0	2	6	0	2	6

BOMBAY CHAMBER OF COMMERCE, 11*th January* 1889.

The SECRETARY of LLOYD'S, London.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 17th ultimo, on the subject of ship-agents' commissions, and in reply to say that your communication will have the careful consideration of the Committee of the Chamber.—I have, &c.,

JOHN MARSHALL, Secretary.

CHAMBER OF COMMERCE, SINGAPORE, 20*th February* 1889.

To the SECRETARY, Bombay Chamber of Commerce, Bombay.

Fees and Commissions chargeable to ships in distress and on damaged cargoes.

DEAR SIR,—I beg to forward a copy of a circular letter, dated 17th December last, addressed by the Committee of Lloyd's to this Chamber, and no doubt to the other Chambers at British Colonies, complaining of the high rates for ships business sanctioned by many Chambers of Commerce and proposing a greatly reduced scale.

The matter seems to my Committee to be one in which joint action, or at least an interchange of views, on the part of the Chambers of Commerce in the East is to be desired, so that, if any change is made, it may be on some principle clearly defined and generally accepted and adhered to. I am, therefore, to invite you to inform my Committee, whether in your opinion there is any ground for the complaint made in the letter, a copy of which I enclose, and if your Chamber is disposed to make any change in the direction indicated.—I have, &c.,

ALEX. GENTLE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 18*th March* 1889.

The SECRETARY, CHAMBER of COMMERCE, Singapore.

DEAR SIR,—I have submitted to the Committee of the Chamber of Commerce your letter of the 20th ultimo, together with the accompanying copy of a circular letter, addressed by the Committee of Lloyd's to your Chamber, on the subject of the high rates for ships business charged by agents and others under scales fixed by Chambers of Commerce.

In reply, I am directed to say that while the rates of commission on business with Bombay, whether in connection with shipping or merchandise, are almost invariably fixed by special arrangement, the Committee consider it would be advisable to bring the scale of rates published by and under the sanction of the Chamber more into keeping with actual rates of remuneration than has hitherto been the case. In response to a similar communication from Lloyd's, to that of which you enclose a copy, a special Committee has accordingly been appointed to revise the scale hitherto prevailing, and when the revision has been completed and approved by the general Committee, a copy will be sent for the information of your Chamber.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 268 OF 1889.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 23*rd March* 1889.

To the SECRETAY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Committee of this Chamber of Commerce would be glad to be favoured with the views of the Bombay Chamber on the points raised in the accompanying copy of a Circular from the Secretary of Lloyd's on the subject of fees charged on shipping buisness. Your early kind attention will oblige.—Yours, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 8*th April* 1889.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—In response to the request conveyed in your letters Nos. 267 and 268 of 23rd ultimo, I am directed by the Committee to wait upon you with a list of the commissions hitherto published under the sanction of this Chamber, with the alterations shown in red which the Committee intend submitting for the approval and confirmation of members at the next general meeting.

As you are no doubt aware, rates of commission on business in Bombay are almost invariably the subject of special arrangement, but the Committee in revising the schedule had for their object the desirability of bringing the published rates more into keeping with actual prevailing charges, than they have hitherto been.

By book post I have sent to your address a copy of the Chamber's report for 1888, the receipt of which I shall thank you to acknowledge.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 2*nd May* 1889.

The SECRETARY, CHAMBER of COMMERCE, Singapore.

DEAR SIR,—Referring to my letter of the 18th March 1889, I am now directed by my Committee to forward, for the information of your Chamber, a list of the commissions

hitherto published under the sanction of the Bombay Chamber of Commerce, with the alterations shown in red which the Committee intend submitting for approval and confirmation of members at the next general meeting.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 15*th May* 1889.

The SECRETARY of LLOYD'S, London.

DEAR SIR,—The Committee of the Bombay Chamber of Commerce have given careful consideration to your letter of the 17th December 1888, on the subject of the rates for ships business charged by agents and others under scales fixed by Chambers of Commerce.

I am now directed to inform you, in reply, that the rates of commission on business with Bombay, whether in connection with shipping or merchandise, are almost invariably fixed by special arrangement. But my Committee, considering it advisable to bring the scale of rates published by and under the authority of the Chamber more into keeping with actual rates of remuneration than has hitherto been the case, decided to appoint a special committee to revise the scale previously published with the sanction of the Chamber; and I have now the honor, by direction, to wait upon you with a list of the rates of commission formerly prevailing with the alterations shown in red which my Committee propose submitting for the approval andconfirmation of members at the next general meeting of the Chamber.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 18*th July* 1889.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed to hand you, for the information of your Chamber, a copy of the revised list of commissions chargeable in Bombay, which was comfirmed at the

general meeting of this Chamber, held on the 26th ultimo. The pamphlet I send you also contains the tonnage scale rates at this port with the additions passed at the general meeting.—I have, &c.,

JOHN MARSHALL, Secretary.

LLOYD'S, 24*th July* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to beg that you will be so good as to express to the Committee of the Bombay Chamber of Commerce the best thanks of the Committee of Lloyd's for your letter of the 15th May, enclosing a copy of the revised scale of commissions, which, it was proposed, should be laid before the general meeting of your Chamber for approval. My Committee would be glad to hear when the scale, which you were so good as to forward, has been adopted.—I have, &c.,

H. M. HOZIER, Secretary.

BOMBAY CHAMBER OF COMMERCE, 13*th August* 1889.

The SECRETARY of LLOYD'S, London.

DEAR SIR,—With reference to your letter of the 24th ultimo, I am directed to inform you that the revised scale of commission charges referred to was confirmed by this Chamber at the general meeting of members, held on 26th June last, and I now send, by book post, a printed copy of same for your information.—I have, &c.,

JOHN MARSHALL, Secretary.

CHAMBER OF COMMERCE, SINGAPORE, 26*th October* 1889.

The SECRETARY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Referring to my letter of 20th February and to your replies of 18th March and 2nd May, the last forwarding draft of proposed amended scale of commissions, then about to be submitted to your Chamber, I should be much obliged if you would be good enough to inform me if the draft scale has been adopted, or what stage the question has reached.—I have, &c.,

ALEX.' GENTLE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 10*th September* 1889.

The SECRETARY, CHAMBER of COMMERCE, Singapore.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 26th ultimo, and in reply to say that the revised scale of commission charges in Bombay was confirmed at a general meeting of the members of this Chamber held on 26th June last, and I have now the pleasure of sending you a printed copy of the charges as now in force.—I have, &c.,

JOHN MARSHALL, Secretary.

LLOYD'S, 4*th September* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of Lloyd's to acknowledge the receipt of your letter of the 13th August, forwarding to me a revised scale of the commission charges adopted by the Chamber of Commerce at Bombay, and to request that you will be good enough to express to your Committee the thanks of the Committee of Lloyd's for this communication.—I have, &c.,

JOHN B. WATSON, Secretary.

APPENDIX NN.

SPECIAL PRIVILEGES ACCORDED TO FOREIGN MAIL STEAMERS IN BRITISH COLONIAL PORTS.

LONDON CHAMBER OF COMMERCE,

LONDON, 13*th May* 1889.

The Secretary of the London Chamber of Commerce has received the appended letter this morning :—Downing Street, 4*th May* 1889.

SIR,—With reference to your letter of the 22nd of December* last, relating to the special privileges accorded to foreign Mail Steamers in British Colonial Ports, I am directed by Lord Knutsford to acquaint you, for the information of the London Chamber of Commerce, that those privileges will be withdrawn, after the 30th of April next, owing to the determination on that date of the French Postal Convention of September 1856.—I have, &c.,

EDWARD WINGFIELD.

BOMBAY CHAMBER OF COMMERCE, 4*th July* 1889.

The SECRETARY, LONDON CHAMBER of COMMERCE, London.

DEAR SIR,—I am directed by my Committee to acknowledge, with thanks, the receipt of a copy of the circular letter, dated 13th May, relating to the special privileges accorded to foreign mail steamers in British Colonial Ports, which you have been good enough to forward to this Chamber.—I am, &c.,

JOHN MARSHALL, Secretary.

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* This letter was written, on behalf of the East India and China Trade Section, in support of the petition of the Hongkong Chamber of Commerce against the privileges and immunities granted to French and German Mail Steamers not equally enjoyed by British mail steamers.

APPENDIX OO.

REVISION OF THE TARIFF IN THE FRENCH INDO-CHINESE POSSESSIONS.

No. 3325.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 29*th June* 1889.

To the SECRETARY, CHAMBER of COMMERCE, BOMBAY.

SIR,—I am directed to communicate to the Chamber the subjoined particulars furnished by Her Majesty's Ambassador to France on the subject of certain proposals for the revision of the Tariff in the French Indo-Chinese Possessions, which have recently been considered by the Conseil d'Etat.

2. As a result of the discussions it has been decided amongst other things to suppress the duties on certain Asiatic goods, such as—

Sharks Fins.	Timber.
Cardamoms.	Bamboos.
Betelnuts.	Rattans.
Pepper.	Teas of low grades.
Cinnamon.	

3. It was proposed to raise the duties on cotton goods of all kinds which at present are charged at about 15 per cent. *ad valorem* all round. The increase would have been in the case of coarse yarns from 18½ francs per 100 kilos to 30 francs, other yarns and tissues paying increased duties in the same proportion. As a compromise the Conseil d'Etat agreed to the increase on cotton tissues but declined to sanction any increase on yarns, the object being to encourage local weaving. Yarns form the bulk of the cotton goods imported into French Indo-China.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 17*th July* 1889.

The ASSISTANT SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I am directed to acknowledge, with thanks, the receipt of your circular letter No. 3325 of the 29th ultimo, on the subject of certain proposals for the revision of the Tariff in the French Indo-Chinese Possessions, which have recently been considered by the Conseil d'Etat.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX PP.

FUNCTION OF LLOYD'S AGENTS ABROAD.

LLOYD'S, *December* 5, 1888.

DEAR SIR,—The Agency Committee of Lloyd's has nominated us as a Sub-Committee to consider various representations made by Lloyd's Agents in different parts of the world. We have carefully considered the views thus brought before us, and other analogous matters, with the result that we consider it most desirable to bring the following facts under the serious notice of shipowners, merchants, and underwriters :—

1. The Agency Committee of Lloyd's is composed of representatives, not of Lloyd's alone, but of Shipowners, of the Marine Insurance Companies, and of the Underwriting Associations of the whole of the United Kingdom. Lloyd's Agents throughout the world are appointed by this Agency Committee. This Committee is at all times ready to investigate complaints brought under its notice, so that those who employ Lloyd's Agents may be assured of an impartial and judicial hearing in case they may have any complaints to prefer against a Lloyd's Agent.

2. The fees to be charged by Lloyd's Agents, when called upon to intervene in cases of damaged vessels or cargoes, are laid down by the Agency Committee. If Lloyd's Agents put forward charges to which objection is taken, either by shipowners, underwriters, or merchants, the Agents are bound, under their agreement of Agency, to abide by the decision of the Agency Committee, and to return any fee which that Committee may decide to be excessive or unwarranted.

3. Under these circumstances, it appears to us that in their own interest underwriters, when called upon to settle claims for particular average arising at outlying ports, should assure themselves that the facts have been certified by Lloyd's Agent. In this connection it may be mentioned that several recent cases have been brought under our notice where Lloyd's Agents, on being called upon to attend surveys on cargo, found that the damage was due to sweat or inherent defect, and consequently declined to give a certificate of sea-water damage. Although these decisions were even in some instances justified by the public analyst, to whom portions of the damaged goods were afterwards submitted, consignees have applied to other surveyors, who granted certificates of sea damage, and on these certificates Underwriters, ignorant of the action that had been taken by Lloyd's Agents, settled the claims. Having regard to the growing belief that much of the damage to cargo, especially in iron vessels, hitherto classified as sea damage has, in fact, been sweat damage, underwriters, will no doubt recognise the importance of having before them certificates on which they can rely.

4. As a further security against improper claims, we desire to recommend to the Agency Committee of Lloyd's, that instructions be

forwarded to Lloyd's Agents to keep the Secretary advised as to all cases in which they decline to grant a certificate of sea damage, or as to which they have reasons to believe that an improper claim will be submitted to Underwriters.

5. It appears to us also that in cases of foreign general average Underwriters might with advantage require that accounts shall be certified by Lloyd's Agent, or, if these accounts are presented to them not so certified, forward them to Lloyd's Agent for his remarks.

6. The Salvage Association of London, Liverpool and Glasgow, in sending out special Agents in salvage cases, provide them with letters of introduction to Lloyd's Agents. Further, they carefully instruct them to do their utmost to secure to Lloyd's Agents their just fees and remuneration, since the latter usually take all preliminary steps for the preservation of the property. The co-operation of Lloyd's Agent with the special Agent must be of great advantage to the latter, these special officers having usually but a limited local knowledge. They must therefore depend, in a great measure, upon Lloyd's Agent for important assistance. We would suggest that all underwriters should, therefore, on sending out special Agents, furnish them with similar letters of introduction to Lloyd's Agents, which can be obtained, if desired, from the Secretary of Lloyd's.

7. When Lloyd's Agents are called upon to intervene with regard to vessels or cargo, they are directed to telegraph immediately to Lloyd's for definite instructions, in case of any difficulty arising not fully explained by the ordinary rules and regulations. These demands are at once brought under the notice of Marine Insurance Companies and underwriters in London and elsewhere, and efforts are made to obtain directions for the conduct of the case from the assurers interested It appears to us that it would be to the interests of underwriters if they would give more ready attention to these demands, as it frequently occurs that, in the absence of instructions, the Agent is left without power to act when considerable saving might be effected by prompt and efficient measures taken on the spot.

8 In any case in which underwriters authorise their assured to act as if uninsured, we desire to recommend that an injunction be added that the advice and co-operation of Lloyd's Agent be also obtained.—We are, &c.,

HENRY NIXON.
S. I. DA COSTA.
G. F. MILLER.
DOUGLAS OWEN.
A. B. ROSE.

APPENDIX QQ.

LIABILITY OF STEAM SHIP OWNERS UNDER BILLS OF LADING SIGNED BY AGENTS.

BOMBAY, 31*st December* 1888.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We shall be much obliged if you will kindly place the following information before your Committee.

Our Calcutta firm loaded for a port in the United kingdom a steamer with a full cargo of wheat.

On arrival at her destination she discharged 108 bags short of the Bill of Lading quantity. When the question of our claim came to be discussed, our London firm received a letter from the owners *referring them to the Calcutta Agents of the steamer* who, they the owners thought, had signed our Bills of Lading.

Actually the Bills of Lading were on this occasion signed by the Captain and not by the Agents.

A long correspondence ensued between our London firm and the owners of the steamer, and we think that the claims for shortage were eventually being settled between the ship brokers and the receivers of the cargo.

However this may be, the point opened up by the owners is a very serious one indeed for all shippers from the East where it is rather general for Bills of Lading to be signed by Agents partly or even totally.

We may add that buyers at Home have frequently questioned the legality of Bills of Lading thus signed, but so for the difficulties have always been put right.

The question however now enters into an entirely new phase when we find that owners themselves shirk their liabilty under the plea that the Bills of Lading have been signed by some one else than the Captain.

It is the first time we have had an experience of this kind, but if once the Clubs of Shipowners which insure them against every loss take such a view of the matter as the one above cited, it is impossible to say what risks shippers are exposed to when their Bills of Lading are not regulary signed by the Captains.

We have taken competent legal advice in London, the result of which is that shippers are only safe if the Captain himself signs the Bill of Lading, whilst if any one else signs it a question may arise as to the authority under which this was done which may cause a great deal of trouble and expense.

The Captain cannot, we are advised, delegate his power as Captain to another.

It is a very difficult matter to make a change in a custom which ha so long prevailed and which appears to be extending and which certainly has advantages for the Ship-Owners because it protects them against their vessels being detained at the loading ports until such time as the Bills of Lading are ready for the Captain's signature.

As far as the well established Lines are concerned, we do not see any objection to the Bills Lading being signed by the Agents as at present, unless indeed the question be raised at Home and our buyers there formally object to it.

We certainly think however that something might be done in India to release shippers of the risks they run when accepting Bills of Lading for outside vessels signed by the Agents.

The protection we are aiming at would, we think, be secured by a joint action being taken to insist that all Bills of Lading for outside vessels be signed by the Captain, because unless some effectual steps are taken to stop the abuse to which we have referred, shippers will some time or other find themselves in considerable difficulties.

If it interests your Committee, we shall with pleasure forward you copies of the correspondence we have had with the owners and with our solicitors.

We may inform you that our Calcutta and Kurrachee firms are also moving in this matter, which we look upon as being one of very great importance.—We remain, &c.,

RALLI BROTHERS.

BOMBAY CHAMBER OF COMMERCE, *5th January* 1889.

MESSRS. RALLI BROTHERS.

DEAR SIRS,—I have laid before the Committee your letter of the 31st ultimo, representing the difficulties that are likely to arise from shippers accepting Bills of Lading signed by agents of vessels who have not been properly authorised to do so by the owners. The Committee, concurring with you in the importance of the subject to all shippers from this port, have directed me to thank you for bringing the matter before them and have further decided to call the attention of the members of the Chamber to the unsatisfactory nature of the custom now prevailing. At the same time, they do not see their way to suggest any remedy beyond that which every shipper has in his own hands, by requiring steam-ship Agents to show their authority to sign Bills of Lading before accepting them.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *5th January* 1889.

I am directed by the Committee of the Chamber to circulate, for the information of members, the accompanying letter which has been received from Messrs. Ralli Brothers, pointing out the risk incurred by shippers in accepting Bills of Lading signed by steam-ship agents when not duly authorised by the owners so to do.

JOHN MARSHALL, Secretary.

APPENDIX RR.

BOMBAY PORT TRUST BUDGET ESTIMATES.

MEMORANDUM ON THE BUDGET ESTIMATES FOR 1889-90.

The estimates of Receipts and Expenditure for the year 1889-90 are herewith submitted as required by Section 52 of the Port Trust Act, 1879.

In preparing these estimates, the Chairman has had the assistance of two members of the Board, *viz.* :—

Hon'ble Mr FORBES ADAM, C.I.E., and Mr. FAZULBHOY VISRAM.

CAPITAL ACCOUNT.

1. *Victoria Dock.*—If the estimates for the current year are worked up to, there will have been spent upon this Dock, up to 31st March 1889, a sum of Rs. 84,53,300 out of the original estimate of 94 lakhs. It is proposed to provide for a further expenditure during 1889-90, of Rs. 1,60,584, of which Rs. 1,20,000 is for blasting rock from the channels, Rs. 30,000 for removing the 100-ton crane from Prince's to Victoria Dock, and Rs. 8,000 for erecting a new 30-ton crane in Prince's Dock. The amount allotted for blasting rock is the balance of the original estimate under this head, and it is possible, it may not be worked up to. The full complement of sheds and cargo cranes has not yet been supplied, and the Trustees are averse to providing them until the need for them arises. The capital expenditure on Victoria Dock is being met by loans received from Government.

2. *Graving Dock.*—It has been decided during the present year to construct a Graving Dock to enter from the north-west corner of Prince's Dock. It will be capable of taking in a vessel at least 536 feet long and of as great a depth and width as can get into the Prince's Dock by the 66-feet entrance. The estimated cost of the work is Rs. 11,47,300. Government sanction was received only on 8th inst., but in anticipation thereof tenders for the masonry and excavation, as also for an iron caisson, had been obtained. Messrs. Thompson & Co.'s tender for masonry and excavation, amounting to Rs. 7,58,993-4-0 being the lowest, has been accepted, and the tender of Messrs Rennie & Co., London, for the caisson, £3,230, has likewise been accepted. It is expected that Rs. 5,50,000 will be spent on this work during the ensuing year, and this will be met partly by appropriation of the surplus revenue of 1887 88 Rs. 3,23,106, and partly by the proceeds of a debenture loan. It is expected that the work will be completed in two years.

3. *New Works, Ordinary.*—Under this head provision is made for completing the *Traffic Offices* in the vicinity of the Dock, the estimate for which was Rs. 2,59,076. Of this sum, it is expected that Rs. 89,076 will be spent by 31st March next, so that the balance Rs. 1,70,000 is entered in the Budget.

4. Provision is also made for continuing the construction of the Trustees' administrative offices near the Mint, the estimate for

which is Rs, 4,33,006. Some inconsiderable portion of this expenditure will be incurred during the present financial year, and a further provision of Rs. 2,00,000 is made in 1889-90. This expenditure is covered by a debenture loan which is already sanctioned and which it is intended to issue before 31st March next.

REVENUE ACCOUNT.

5. It will be noticed that the receipts are made to balance the expenditure by the transfer of Rs. 1,11,960 from the Reserve Fund. That fund at present amounts to 16 lakhs, and its accumulation has only been justified by the anticipation of conditions such as the Trustees have now to face. As compared with 1887-88, the last year for which completed accounts are available, the interest upon Dock capital has been doubled : the expenditure upon the two Docks has in many instances also been double—two Dock Masters and assistants instead of one are needed, engines and cranes with attendant staff have had to be duplicated, while the growth of revenue is, and must be, gradual. In 1887-88, the last year in which the Prince's Dock was worked alone, the revenue from it amounted to Rs. 17,30,656, and the direct expenditure (exclusive of interest) to Rs. 8,13,398, leaving a balance of Rs. 9,17,258, while from the two Docks the estimates now submitted show a revenue of Rs. 20,09,720, and a direct expenditure (excluding interest) of Rs. 11,75,040, leaving a balance of only Rs. 8,34,680, while at the same time the interest charges of the Trust have increased by Rs. 3,85,690, of which Rs. 3,26,221 is on account of Victoria Dock. By the Docks alone, therefore, if these estimates are accepted, the Trustees are in a worse position by (Rs. 9,17,258—Rs. 8,34,680=Rs 82,578 and interests Rs. 3,26,221) Rs. 4,08,799 ; and it will no doubt be deemed satisfactory that, notwithstanding this, it is only proposed to draw upon the " Reserve " during the second year of the working of the Dock to the extent of Rs. 1,11,960.

6. The estimates of Revenue with some modifications, which will be noticed are based upon the actual receipts during 1888. At the Bundars the estimate of ground rents has been increased from Rs. 5,64,519 to Rs. 5,85,000 ; this past experience seems to justify : the warehouse receipts at Dock and Town Bundar have been increased from Rs. 1,49,083 to Rs. 1,75,000 ; this increase is expected from the three new upper-storeyed warehouses near the Dock which have been recently built and are now being brought into use.

7. The estimated revenue from both Docks is put down at Rs. 20,09,720 against actual receipts amounting to Rs. 19,74,770 in 1888. This in the aggregate is a small increase to count upon, but the circumstances appear to justify it. On the one hand the receipts in 1888 from Railway material were very high, both the Indian Midland and the Bengal-Nagpur supplies have come freely forward, so that a decrease of Rs. 60,000 from this source has had to be allowed for. On the other hand the outstanding debts at the Dock on 31st December 1887, amounted to Rs. 95,417, whereas at 31st December 1888, the balance was reduced to Rs. 29,417. It therefore follows that, by taking the actual receipts during 1888 as a basis, an increase amounting to the difference between these two sums, *viz.*, Rs. 66,000, is practically allowed for. Some additional revenue is likewise expected from the Austro-Hungarian Lloyd's and Messageries Maritimes' steamers,

which now use the Docks and also from the Mauritius sugar ships. The exports of cotton during 1888 were below the average, as were also the exports of opium and the imports of iron, while the export of twist and yarn manufactured locally is steadily growing year by year. These circumstances have been taken into account in preparing the figures now submitted.

REVENUE EXPENDITURE.

8. The establishments of the various departments are as fixed by the Board from time to time, and do not therefore call for comment.

9. But there are a few items of expenditure under other heads which require explanation.

10. At the Warehouses coolie hire is estimated at Rs. 21,750 as against Rs. 16,405 in 1888, for the same reason that the revenue has been increased, *viz.*, that three upper-storeyed warehouses are now being brought into use. This also explains the expenditure upon new trestles for the warehouses, Rs. 1,500.

11. Under the head of "Elphinstone Estate" provision to the extent of Rs. 3,360 is made for raising the floor of six godowns; a work which although sanctioned for the current year, it has been impossible yet to carry out, because the godowns have been constantly filled with goods.

12. The old "Troop Shed" at Carnac Bundar, now used for storage of goods, will require extensive renewal, and the necessary provision Rs 4,855 is made therefore.

13. "Repairs to Cranes" at the Bunders are entered at Rs. 2,000, while the actual expenditure during 1888 is entered at Rs. 4,144, but this difference is merely a matter of account, cranes which at one time pertained to Bundar properties being now transferred to the Docks, where an item of Rs. 2,500 for their repair appears.

14. Municipal taxes, both for the Bundar properties and the Docks have been entered at the same figure as last year. This is the course which the Municipality have adopted in the preparation of their Budget, and it is hardly possible until a claim is put forward by the Municipality to estimate the effect of the change in taxation of Trust property, which the new Municipal Act will produce. The Trustees have their "Reserve Fund" to fall back upon for any claim which their current revenue may be unable to meet.

15. The allotment for "Contingent Works" both at the Bundars and at the Docks has been reduced; that made last year having in both cases been found to be too liberal. In the case of the Bundars the allotment has been reduced from Rs. 40,000 to Rs. 15,000, and it is hoped that this will suffice for any emergent work that is not specifically provided for in the Budget.

16. Under the head of "Wet Docks" the expenditure on Prince's and Victoria Docks has been combined in one account. It is not possible to maintain a division of the accounts. The shed staff is transferred from one Dock to the other as necessity arises, and the engines of either Dock can and do at times work the cranes of the other. As already remarked, the expenditure almost inevitably must in the earlier years of working the new Dock, increase in a greater ratio than the revenue.

17. The payment to Hamallage Contractors, Rs. 2,49,814, is a heavy item, but it is based on the estimates of traffic and as noticed in last Administration Report, the rates paid to the Contractors have from time to time been largely reduced.

18. For such items of Dock expenditure, as repairs and maintenance to sheds, sidings and wharfs, as scavenging, maintenance of hydraulic machinery and cargo cranes, the remark made in para. 16 is fully exemplified ; the expenditure has in large measure to be incurred whether the traffic be great or small. It is the province of the Municipality to maintain the roadway of the wharfs, an allowance to meet this expenditure is received for Prince's Dock but, pending a settlement with the Municipality, provision is meantime made for repairs under this head for both Docks.

19. The expenditure required to dredge the Docks and Channels is put down by the Acting Engineer at Rs. 2,15,400 on the understanding that the depth to be maintained in the channels is the same as hitherto, *viz*, 57 feet on T. H. D. This is 2 feet *above* the depth which ought to be maintained in order to get the full benefit of the increased depth of Victoria Dock. The question of taking the channels down to 55' on T. H. D. is now before the Board. It will be seen that with the channel at 57' "dredging" forms a heavy charge on the revenue ; and if it be decided to work to 55', some further provision will doubtless have to be made. In that case failing an unexpected increase of revenue, further recourse will have to be made to the 'Reserve Fund.'

20. Provision has from year to year been made for depreciation of the cranes, gates, bridges and other machinery at Prince's Dock to the extent of Rs. 36,000 per annum, and this is continued in the present Budget. Were a similar provision to be made for Victoria Dock, a further charge of Rs. 40,000 per annum would be thrown upon the Revenue. But the position of Victoria Dock with respect to its capital is altogether different from that of Prince's Dock, inasmuch as Government has made it compulsory upon the Trust to repay the whole of the capital of the Victoria Dock by means of a "Sinking Fund" within 45 years. It is not therefore considered reasonable to call upon the present generation to repay that capital, and at the same time to form a separate "Depreciation Fund" to replace the permanent machinery included in it.

21. In the Port Department provision is made for a new chain cable for the outer light ship. This vessel has been thoroughly repaired during the current year, but it is considered unsafe to allow her to ride on the present cable through another monsoon.

22. The boat used for conveying stores and provisions to the Lighthouses is found to be unworthy of further repair, and the cost of a new tender, Rs. 3,500, is accordingly provided.

23. No allotment has been made for "Harbour Police." Government and the Trust have in recent years met this charge jointly, but under the new Municipal Act, it will fall to be arranged for between Government and the Municipality.

G. MEREWETHER,
Chairman.

BOMBAY, 14th February, 1889.

SUMMARY.

ESTIMATES of REVENUE and EXPENDITURE for the year ending 31st March 1890.

Actuals from 1st January to 31st December 1888.		Estimates for year 1889-90.	TOTAL.
	REVENUE.		
Rs.		Rs.	Rs.
18,21,882	Bundar Properties (including land)—(see page 4)	18,59,850	
19,74,770	Prince's and Victoria Docks (see page 7).	20,09,720	
1,51,557	Port Fund Account (see page 7)	1,54,150	
1,98,421	Interest and Miscellaneous (see page 8)...	1,41,210	
41,46,630		41,64,930	
1,54,657	Pilotage Account (see page 8)	1,55,640	
...	Depreciation Account (see page 8)	29,950	
...	Reserve Fund (see page 8)	1,11,960	
43,01,287	Total Receipts...		44,62,480
	EXPENDITURE.		
Actuals from 1st December 1887 to 30th November 1888.			
2,61,510	General Charges (see page 9)	2,13,130	
4,02,884	Bundar Properties (see page 12)	4,26,250	
8,98,940	Prince's and Victoria Docks (see page 15)	11,75,040	
1,41,536	Rents (see page 15)	1,41,600	
1,59,137	Port Fund Account (see page 18)	1,51,487	
18,68,458	Interest (see page 18)	20,69,383	
1,00,000	Fixed Annual Revenue Surplus Account (see page 18)	1,00,000	
38,32,465		42,76,890	
1,72,857	Pilotage Account (see page 19)	1,55,640	
...	Depreciation Account (see page 19)	29,950	
40,05,322	Total Expenditure...		44,62,480

APPENDIX SS.

THE NEW GRAVING DOCK.

BOMBAY CHAMBER OF COMMERCE, *5th November* 1889.

The SECRETARY, Bombay Port Trust.

SIR,—I am directed by the Committee of the Chamber of Commerce to enquire from you what steps are being taken with respect to the new Graving Dock, and the arrangements which it is proposed to make with Government in connection therewith.

The Committee would also feel obliged by your informing them as to the purpose the Trustees had in view in adopting the altered measurements which, they understand, have been decided upon for the size of the Dock now in progress.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4803.

BOMBAY PORT TRUST,
BOMBAY, *14th November* 1889.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to your letter dated 5th instant, I am directed, in reply to your first question, to forward copies of letters as opposite, and to inform you that there has been no further correspondence with Government on the subject.

Govt. Letter No. 153 dated 27th May 1889.
Govt. of India No. 172 M, dated 7th May 1889.
Port Trust No. 2479 dated 7th June 1889.
Govt. No. 174 dated 14th June 1889.
Port Trust No. 2693 dated 22nd June 1889.

2. With regard to your second question, I am to reply that in fixing the dimensions of the Graving Dock the Trustees had, of course, mainly in view the merchant vessels for the use of which the Dock is intended, but that some of the dimensions were increased in order to make the Dock capable of affording accommodation, in case of emergency, to vessels of war.—I have, &c.,

A. SMYTHE,
Acting Secretary.

No. 153 OF 1889.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27*th May* 1889.

From the SECRETARY to GOVERNMENT to the Chairman Bombay Port Trust.

SIR,—I am directed to forward a copy of letter No. 127, dated 7th instant, from the Government of India in the Public Works Department, and request you will be so good as to state for the information of His Excellency the Governot in Council, upon what terms the Port Trustees will consent to the proposal that in case of necessity Government shall have a preferential right to the use of the new Graving Dock.—I have, &c.,

R. H. POTTINGER, Major-General,
Secretary to Government.

No. 172 M.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Civil Works.

Miscellaneous.

SIMLA, 7*th May* 1889.

To the SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department.

SIR,—With reference to previous correspondence on the subject of the construction by the Bombay Port Trust of the Dry Dock in Prince's Dock, ending with Public Works Department telegram No. W 15, dated the 8th February 1889, I am directed to inform you that Her Majesty's Secretary of State for India has urged the importance of terms being arranged with the Port Trust that in case of necessity the Government should have a preferential right to the use of the proposed new Graving Dock.

I am directed to request that His Excellency the Governor in Council will endeavour to make the necessary arrangements for carrying out the wishes of the Secretary of State.—I have, &c.,

H. B. BULKLEY,
Under-Secretary to the Government of India.

No. 2479.

BOMBAY PORT TRUST, 7*th June* 1889.

To the SECRETARY to GOVERNMENT, Marine Department.

SIR,—In reply to your letter No. 153, dated 27th ultimo, I am directed to inform you that the Trustees will be prepared to give the Government the use of the Graving Dock in all times of emergency, as

quickly as they possibly can on the understanding that Government will bear all expenses direct or indirect that may have to be incurred in making the Dock available, and that they will pay a reasonable rate of hire for the use of the Dock.

2. I am also to remind you that the Graving Dock is in the first instance intended for commercial purposes and that the Trustees are therefore not prepared to give Government the preferential use of it in ordinary times and for ordinary purposes.—I have, &c.,

A. SMYTHE,
Acting Secretary.

No. 174 OF 1889.

MARINE DEPARTMENT,
BOMBAY CASTLE, 14*th June* 1889.

From the SECRETARY to GOVERNMENT to the CHAIRMAN, Bombay Port Trust.

SIR,—With reference to Acting Secretary Mr. Smythe's letter No. 2479, dated 6th January 1889, I am directed to request the favor of information as to what is meant by "reasonable rate of hire" for the use of the New Graving Dock in case of necessity. It is desirable that more definite terms should be stated, so that there should be no misunderstanding on the subject hereafter.—I have, &c.,

B. H. POTTINGER, Major-General,
Secretary to Government.

No. 2693.

BOMBAY PORT TRUST, 22*nd June* 1889.

To the SECRETARY to GOVERNMENT, Marine Department.

SIR,—I am directed to acknowledge receipt of your No. 174 of 14th instant which has been duly submitted to the Board, and in reply I am directed to intimate that the Trustees have not yet considered the rates to be charged for the use of the Graving Dock and that it seems impossible for them to do so with advantage so long before the Dock can be brought into use. Any rates they might now fix would probably have to be altered by the changing circumstances of the times. I am further to state that by a "reasonable rate" the Trustees mean a rate based upon the charges to merchant ships so far as the circumstances as between the repair of a merchant vessel and a man-of-war are at all similar, but that if Government should require extra facilities on shore or otherwise in connection with any special repairs, some allowance therefor would need to be made.—I have, &c.,

G. MANSON, Secretary.

BOMBAY CHAMBER OF COMMERCE, *28th November* 1889.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed by the Committee of the Chamber to address you with respect to correspondence which, they understand, has passed between Government and the Trustees of the Port regarding a desire to give preferential rights to the use of the new Graving Dock by vessels of the Indian Marine and men-of-war. If my Committee are rightly informed, the wish expressed by Government in this matter would impart to men-of-war and vessels of the Indian Marine a prior claim to the use of, and all the advantages incidental to, the new Dock to the exclusion, for the time being, of merchant vessels. Looking to the large mercantile interests concerned, the Committee of the Chamber do not consider it desirable that Government should endeavour to enforce the privilege demanded. The one Graving Dock at the disposal of the Port Trustees will, it is almost certain, prove quite inadequate for the ordinary requirements of trade without having to meet the demands of Government vessels; and the Committee consider that it would be alike in the interests of Government and the trade that an independent Graving Dock should at all times be available for ships of the Indian Marine and men-of-war.

It is unnecessary to point out that the nature of repairs for which Government vessels are docked is usually such as to demand a prolonged occupation of the Dock, and it is not improbable, therefore, that in event of a man-of-war being docked for extensive repairs a large number of merchant ships might be excluded. The Committee of the Chamber believe it is possible by deepening the Duncan Dock to supply the requisite accommodation for war vessels, and that it has for some time been in contemplation to deepen and improve the said Dock. I am instructed to take this opportunity of submitting respectfully to Government that this arrangement would have the cordial approval of the members of this Chamber, and not only would it prevent mercantile ships being hampered in their repairs, but it would also admit of Government vessels being dealt with in close contiguity with the Dock-yard and appliances already in existence.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX TT.

COMPULSORY PILOTAGE FOR COASTING STEAMERS.

BOMBAY, STEAM NAVIGANTION COMPANY.
BOMBAY, 10*th April* 1889.

To the SECRETARY, CHAMBER of COMMERCE.

DEAR SIR,—Would you kindly bring to the notice of the Chamber, the fact that no definite provision exists in the Indian Ports Act of 1875 for the granting of pilotage certificates to captains in charge of coasting steamers, neither is there any law in force in British India that deprives a captain of the right to obtain such license.

Section 38 of the above Act, though somewhat ambiguously worded may, we submit, be held to empower the Port Officer to grant such certificate although from the enclosed correspondence the Chamber will see that the Port Officer considers that the Pilotage Rules do not empower him to do so.

We would point out that at the chief ports of the United Kindom, most of them situated on intricate and crowded rivers, it is compulsory by sections 340, 342 and 354 of the Merchant Shipping Act of 1854 to license both the masters and mates of local traders as pilots irrespective of tonnage, dimensions, or draught.

We beg to forward copies of the Rules in force at the principal ports in the united Kingdom, and submit that mariners trading to this Port should be granted licenses on the same basis.—We are, &c.,

SHEPHERD & Co.

BOMBAY CHAMBER OF COMMERCE, *24th April* 1889.

Messrs. SHEPHERD & Co.

DEAR SIRS,—I have submitted to the Committee your letter of 10th instant bringing to the notice of the Chamber the fact that no definite provision exists in the Indian Ports Act of 1875 for the granting of pilotage certificates to captains in charge of coasting-steamers, and suggesting that the Chamber should support an application for the extension of this privilege to captains of steamers belonging to this port.

In reply, I am directed to inform you that the Committee regret they do not see their way to support your suggestion.

So long as compulsory pilotage exists in Bombay there would, in the opinion of the Committee, be serious difficulties in making the concession to masters of coasting steamers which you propose, and on the present reduced scale of charges it would not be practicable to dispense with compulsory pilotage. I return the various books and papers received with your letter under reply.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY STEAM NAVIGATION COMPANY.

BOMBAY, 12*th June* 1889.

To the SECRETARY, CHAMBER of COMMERCE.

DEAR SIR,—In acknowledging receipt of your letter of the 24th April, informing us that the Committee of the Chamber of Commerce regret that they cannot support our application for granting pilot licenses, we would wish to know what are the serious difficulties in making this concession the Committee apprehend, and whether they are aware that no serious difficulties exist anywhere except in Bombay.

We have gone into the matter exhaustively and find that the system works admirably in all parts of the world and that by Section 340, 342, 354 and 355 of the Merchant shipping Act any pilotage authority is compelled to grant such license to those who apply for it at any port in the United Kingdom and would ask them to consider whether steamers are for the pilots or the pilots for the steamers?—We are, &c.,

SHEPHERD & Co.

BOMBAY CHAMBER OF COMMERCE, 26*th June* 1889.

Messrs. SHEPHERD & Co.

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of 12th instant and to inform you, in reply, that while the Committee quite agree with your arguments as to the advisability, in the interests of steam-ship owners, of allowing masters frequenting the port to qualify as pilots, the arrangement is impracticable under the law as it at present exists rendering pilotage compulsory.

A staff of pilots has to be maintained by the Port Trustees at considerable cost and that cost would be materially enhanced and constitute a heavier charge on the revenues of the port if any great number of vessels were permitted to enter and leave the port without pilots.

In the course of a few years it may be practicable to urge the abolition of compulsory pilotage, but in the meantime the Committee of the Chamber consider no advantage could be gained by moving in the matter.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY STEAM NAVIGATION COMPANY.

BOMBAY, 29*th August* 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commmerce, Bombay.

DEAR SIR,—We have to thank you for your letter dated 26th June, the substance of which amounts to the contention that because a staff of pilots have to be maintained for the foreign trade of the Port, therefore the local coasting trade should be saddled with a portion of the burden of maintaining this staff though it derives no benefit therefrom ; further that as the law at present exists it is impracticable to permit masters of coasting steamers to qualify to pilot the steamers they command.

We think these arguments are erroneous in principle and mistaken as to matter of fact.

There is no British Port in the world except Bombay where the right of the masters and mates of local coasters to be licensed as pilots for the vessels they command is disputed.

In the United Kingdom this qualification is especially provided for by section 342 of the Merchant Shipping Act. The Manager of the General Steam Navigation Company informs us they have 50 steamers making upwards of 6,000 voyages per annum in and out of the Port of London in all of which steamers the masters and mates are licensed to perform the duties of pilots. We could quote similar instances from every Port in the United Kingdom.

In all the British colonies, Canada, Cape of Good Hope, Australia and New Zealand, there are special legislative enactments framed to correspond in this particular with the Merchant Shipping Act.

In the United States of America the legislature has adopted the same procedure.

In Calcutta the same custom is adopted and we may quote the case of the steamer "Oozyia," 662 tons nett register, the owners of which inform us that the master is licensed and exempt from compulsory pilotage.

With regard to the State of the local law we would draw your attention to the pilotage Byelaw No. 36 dated 16th October 1885 from which it is evident the Port Trustees consider (whether rightly or wrongly is an open question) that they have the power to license shipmasters.

We would point out that section 31 of the Indian Ports Act of 1889 (which is the only section making pilotage compulsory) can be

withdrawn and cancelled under Section 4 sub Section C. by the local Government. There is nothing impracticable under the law as it at present exists, as the whole of Ports Act can be as easly withdrawn as Section 31.

If the pilotage establishment is found to be an excessive burden upon the revenue of the Port it is owing to the extravagant and wantonly wasteful manner the service is conducted, as with an annual average income of Rs. 155,000, only Rs. 80 000 falls to the pilots, Rs. 20,000 to dead heads and red tape and Rs. 55,000 is expended in transport of pilots—a service the pilots could more efficiently perform for themselves at half the cost: but by no parity of reasoning can it be contended that an increase in the number of vessels to be piloted would reduce this burden unless there is an establishment in excess of present requirements.

We trust that this explanation will induce your Committee to reconsider this subject and that they may see their way to support our claim that the masters and mates of local coasters should be licensed to perform the duties of pilots of the vessels they serve on board of—We are, &c.,

SHEPHERD & Co.

BOMBAY CHAMBER OF COMMERCE, *9th September* 1889.

Messrs. SHEPHERD & Co., Bombay.

DEAR SIRS,—I have submittted to the Committee of the Chamber of Commerce your letter of the 29th ultimo, respecting the desirability of enabling masters and mates of local coasting steamers to perform the duties of pilots, into and out of Bombay, on the vessels on which they serve.

As I have already had the honor of informing you, my Committee, to a great extent, share in the views which you have been good enough to lay before them at length, but they are still unable to see that they can take effective action in the matter as the law now stands. Your arguments as to the incidence of the expenditure, apply, in the opinion of my Committee, with equal force to steamers engaged in the foreign trade, whose masters would be prepared to navigate the entrance to and departure from this port without pilots; and until they can see their way—which at present they do not—to move for the total abolition of compulsory pilotage in this harbour, my Committee consider it would be impolitic to take action, decided objections to such a course having been raised by the representatives of the various insurance companies in Bombay when recently consulted on the subject. I am, &c.,

JOHN MARSHALL, Secretary.

THE BOMBAY STEAM NAVIGATION COMPANY.

BOMBAY, 31*st October* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We have to thank you for your letter, dated 9th September, wherein you state the Committee of the Chamber "are still unable to see that they can take effective action in the matter as the law now stands" which we understand to mean that the Committee of the Chamber are of opinion that the existing law prohibits the masters of local coasting steamers being licensed as pilots of the vessels they command—that such is evidently not the opinion of the Government we have only to refer your Committee to the Port Trust Bye-Law, No. 36, dated 16th October 1885, sanctioned by Government.

We are however of opinion that by law as it at present stands—pilotage at the Port of Bombay is not legally compulsory and the action of the authorities in enforcing pilotage is illegal. The Port Trust Act of 1879 only confers on the Trustees the privilege of maintaining pilots who have been authorized by the Government under the provisions of the Indian Ports Act of 1875 to pilot vessels, but as the Legislature through the Indian Ports Act has omitted to confer any power on the Government for this purpose section 72 of the Port Trust Act becomes inoperative.

We regret to note that the representatives of the various Insurance agencies in Bombay that your Committee recently consulted have expressed decided objection to the abolition of compulsory pilotage; they will therefore be surprised to learn that their views are diametrically opposed to those of the principals they represent.

The Associated Chambers of Commerce of the United Kingdom representing 51 of the principal Chambers having memorialised the Board of Trade "That in their opinion compulsory pilotage is wrong in principle and unfair to owners both of vessels and cargoes" as well as to underwriters."

The Chamber of Shipping of the United Kingdom, The General Shipowners' Society, and The Committee of Lloyd's (underwriters) have also unanimously petitioned for the abolition of compulsory pilotage on the same grounds.

We would point out that there is a broad distinction between compulsory pilotage for foreign traders and local coasting vessels. The masters of foreign traders cannot of necessity be so well acquainted with the Port as the latter are and it is for this reason that local coasters all over the world have ever been exempted from compulsory pilotage.

Thanking your Committee for the interest they have taken on our behalf—We are, &c.,

SHEPHERD & Co.

APPENDIX UU.

THROUGH-BOOKING OF PIECE-GOODS FROM GLASGOW TO DELHI.

No. 6409 T.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,
GENERAL TRAFFIC MANAGER'S OFFICE,

BOMBAY, 22*nd June* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—A proposal has been made to us for the establishment of an arrangement under which piece-goods can be booked direct from Glasgow to Delhi.

This system of through booking will, in all probability, commence as soon as the necessary preliminaries have been gone through, and anticipating its success, I am desirous of making similar arrangements, if possible, with other ports.

With this end in view I shall be obliged by your informing me, if you can, which firms export piece-goods from London and Liverpool to Bombay for transmission by rail to Delhi and other large stations on this Railway. In affording the information asked for kindly add the names of the Agents in Bombay with whom I can communicate on the subject.—Yours, &c.,

J. O'CALLAGHAN,
General Traffic Manager.

BOMBAY CHAMBER OF COMMERCE, *28th June* 1889.

The GENERAL TRAFFIC MANAGER, B..B. & C. I. & R. M. Railways, Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. G. 6409 of the 22nd instant, and, in reply, to inform you that the Chamber is not in possession of any information which would permit of supplying you with the names of firms exporting goods from London and Liverpool for transmission *via* Bombay to Delhi. The Committee would, however, suggest that you should communicate with the Agents of the different lines of steamers running between London and Liverpool and this port, requesting them to submit your proposals for through booking to their principals in England.—Yours, &c.,

JOHN MARSHALL, Secretary.

APPENDIX VV.

VENTILATION OF IRON VESSELS.

THE INSTITUTE OF LONDON UNDERWRITERS,
LONDON, *6th December* 1888.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I venture to address you upon this subject which is of increasing importance to merchants and underwriters.

It is hardly necessary for me to remind you that, during recent years, owing to the manner in which iron and steel have superseded wood as the material of which vessels are built, the conditions under which produce and sensitive goods are shipped have materially altered.

It is a well known fact that iron ships require abundant ventilation internally on account of moisture which condenses in consequence of the changes of temperature occurring during a voyage and that, unless this ventilation is properly attended to, the cargo is frequently damaged to a very considerable extent.

That this question is not fully appreciated by owners and captains is apparent from the enormous amount of sweat damage found by our surveyors, who are constantly reporting that this arises solely from inefficient ventilation or from a want of due care in controlling it.

Although this damage is not a matter for which underwriters are liable, its constant occurrence is the cause of considerable friction, and since by proper ventilation and the exercise of great care it can doubtless be greatly reduced, I have been requested to briefly direct your attention to the subject, in the hope that your Committee will use its influence upon the owners and captains of all vessels loading at and leaving your port to take every means in their power to see that not only are the goods properly dunnaged and stowed, but that every appliance is fitted and utilized for the effective ventilation of the holds, The matter is one which will require continuous supervision.—I am, &c.,

CHARLES W. EMSON, Secretary.

BOMBAY CHAMBER OF COMMERCE, *5th January* 1889.

The COMMITTEE, Bombay Underwriters' Association.

GENTLEMEN,—I am directed by the Committee of the Chamber of Commerce to forward to you, for such action as you may deem advisable, the accompanying letter address-

ed to the Chamber by the Institute of London Underwriters, on the subject of the ventilation of iron vessels, the question being one which my Committee consider could best be dealt with by the Bombay Underwriters' Association.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *5th January* 1889.

The SECRETARY, Institute of London Underwriters, London.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 6th ultimo on the subject of the ventilation of iron vessels; and to say that as the question more closely affects underwriters, I have, under instructions from the Committee of the Chamber of Commerce, passed your communication on to the Bombay Underwriters' Association for such action as they may deem necessary.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX WW.

SUPPLY OF EGYPTIAN COTTON SEED TO THE MADRAS BOARD OF REVENUE.

No. 1001 of 1889.

POONA, *8th May* 1889.

From the DIRECTOR, Land Records and Agriculture, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to forward herewith a copy of letter No. 1579, dated 24th ultimo, from the Secretary to the Commissioner of Revenue Settlement, and Director Department of Land Records and Agriculture, Madras, and to request that you will be so good as to let me know whether it is possible to supply the seed required by the Madras Board of Revenue.—I have, &c.,

ICHARAM B.,
In charge Director, Land Records,
and Agriculture, Bombay.

No. 1579 Mis.

BOARD of REVENUE, DEPARTMENT of REVENUE SETTLEMENT
LAND RECORDS and AGRICULTURE.

MADRAS, *24th April* 1889.

From the SECRETARY to the Commissioner of Revenue Settlement, and Director of the Department of Land Records and Agriculture, to the DIRECTOR of AGRICULTURE, Bombay.

SIR,—I am directed by the Board of Revenue, Madras, to request that if in your power you will be so good as to favour them with 2 cwts of Sea Island and 3 cwts of Egyptian cotton seed by the middle of June.

2. The price and all expenses incurred will be paid by this Department.—I have, &c.,

P. RAJARATHNA MUDALIYAR, Secretary.

BOMBAY CHAMBER OF COMMERCE, *9th May* 1889.

The DIRECTOR, Land Records and Agriculture, Bombay.

SIR,—I have the honor, by direction of the Committee of the Chamber, to acknowledge the receipt of your letter No. 1001 of the 8th instant. Unless very heavy telegraphic charges are incurred, it would not be possible to obtain Sea Island cotton seed from America earlier than the end of July or beginning of August, but it might be practicable to get the 3 cwts. of Egyptian cotton seed you mention by the middle of June, and if you give a definite order I shall lose no time in sending on the requisite instructions.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1052 of 1889.

POONA, *15th May* 1889.

From the DIRECTOR, Land Records and Agriculture, Bombay, to the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—In acknowledging, with thanks, the receipt of your letter, dated 9th instant, I have the honor to request that you will be so good as to arrange to procure within the time named and forward 3 cwt of Egyptian cotton seed direct to Madras to the address of the Secretary to the Commissioner of Revenue Settlement, and Director, Department Land Records and Agriculture.—I have, &c.,

ICHARAM B.,

For Director, L. R. and Agriculture, Bombay.

BOMBAY CHAMBER OF COMMERCE, *17th May* 1889.

Messrs. PEEL & Co., Alexandria.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to ask you if you would be so good as to obtain and ship for them 3 cwts of Egyptain cotton seed, to be delivered here by say the middle of June. The

seed is required by the Madras Board of Revenue, and it would save time if you could kindly arrange to consign it direct to the address of

> "The Secretary to the Commissioner of Revenue Settlement, and Director, Department Land Records and Agriculture, Madras."

The Chamber will be happy to pay the cost of the seed and any other expenses that might be incurred; and the Committee desire me to thank you in anticipation for the trouble involved.—I have, &c.,

JOHN MARSHALL, Secretary.

ALEXANDRIA, 31*st May* 1889.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—We are in receipt of your favor of the 17th inst. requesting us to forward to Madras if possible or otherwise to Bombay 3 cwts of Egyptian cotton seed.

We have received two bags of the best Egyptian cotton seed from one of our factories in the villages, which we are forwarding to Port Said by the Russian steamer leaving this Port on the 3rd proximo to the care of Mr. George Royle, the agent of the P. and O. Co. Referring to the enclosed copy of our letter to Mr. Royle.—We remain, &c.,

PEEL & Co.

BOMBAY CHAMBER OF COMMERCE, 21*st June* 1889.

The SECRETARY to the Commissioner of Revenue Settlement and Director of the Department of Land Records and Agriculture, Madras.

DEAR SIR,—Referring to your letter No 1579 Mis. of the 24th April last, to the address of the Director of Land Records and Agriculture, Bombay, I have the honor to inform you that, by request of that official, I have obtained for you from Alexandria 3 cwts. of Egyptian cotton seed (Ashmouni) and that the same has this day been despatched to your address as per railway receipt enclosed.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2614 Mis.

BOARD OF REVENUE, DEPARTMENT of Revenue Settlement,
Land Records, and Agriculture.

MADRAS, 6*th July* 1889.

From the SECRETARY to the Commissioner of Revenue Settlement, and Director of the Department of Land Records and Agriculture, Madras, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of 21st ultimo, I am directed to acknowledge with thanks the receipt of the 3 cwts of Egyptian cotton seed obtained by you on behalf of this Department from Alexandria. —I have, &c.,

P. RAJARATHNA MUDALIYAR, Secretary.

APPENDIX XX.

CART-DRIVERS' STRIKE.

BOMBAY, 26*th April* 1889.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We shall be glad to learn whether the attention of the Committee has been directed to the present strike of bullock carts, and whether any action is proposed which might help to bring about an early settlement of the dispute.—We are, &c.,

LATHAM, ABERCROMBIE & Co.

BOMBAY CHAMBER OF COMMERCE, 29*th April* 1889.

MESSRS. LATHAM, ABERCROMBIE & Co.

DEAR SIRS,—In reply to yours of 26th instant, I am directed to inform you that the Committee had decided to make a representation to the Municipality regarding the strike of the cart drivers, but in the interval intimation was received from the Municipal Commissioner that the dispute had been arranged.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX YY.

SAMPLES OF RUSSIAN GOODS SOLD IN THE BAZARS OF TURKESTAN.

No. 2932.

DEPARTMENT of FINANCE and COMMERCE, GOVERNMENT OF INDIA.

SIMLA, 12*th June* 1889.

JOHN MARSHALL, Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—We have received from the Foreign Department certain samples of Russian fabrics, chintzes, &c., such as are generally sold in Russian Turkestan and sent in large quantities to Bokhara, Balkh, and Kabul. We propose to send these samples to the Secretary of State to be shewn to people at Manchester and elsewhere, but it occurred to me that importers and manufacturers in Bombay might also be interested in them. I, therefore, send you the parcel as you will know to whom the samples may most usefully be shewn. Kindly return the samples in due course.—I am, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 21*st June* 1889.

J. E. O'CONOR, Esq., Asst. Secretary to the Govt. of India, Dept. of Finance and Commerce, Simla.

SIR,—I have to acknowledge, with thanks, the receipt of your letter No. 2932 of the 12th instant, together with the samples of Russian fabrics sent therewith.

My Committee, while appreciating your kindness in giving them the opportunity of inspecting these samples before their transmission to the Secretary of State, desire me to say that, interesting as they are sure to prove to many members of this Chamber, they regret that the pieces you send are far too small to be of any service to those who would like to forward cuttings of them to their correspondents in Europe, with the view of influencing business in the particular cloths. I am, therefore, desired to

say that if it could be arranged for large duplicate and triplicate samples to be placed at the disposal of this Chamber, the Committee would take steps to see that they were brought properly to the notice of the trade.

Thanking you again for the trouble you have taken in the matter,—I have, &c.,

JOHN MARSHALL, Secretary.

No. 5594.

Government of India, Department of Finance and Commerce,

SIMLA, 30*th October* 1889.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 2932 of 12th June, and with reference to yours of 21st idem, I now send you a parcel containing 24 samples of Russian Chintzes, &c., sold in the bazaars of Turkestan. These samples have been specially obtained by the Foreign Department from Afghanistan for merchants in Bombay, in consequence of what you said in your letter to me, and I trust that they will be useful for the object in view.

We should be glad to know in due course what you have done with them, and whether they are likely to lead to manufacture and business in your enterprising community.—I am, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

APPENDIX ZZ.

MEMORIAL FROM INDIAN BRITISH SUBJECTS IN ZANZIBAR.

COLONEL EVAN SMITH, C. B., C. S. I., H. M.'s Agent and Consul General, Zanzibar.

RESPECTFULLY SHEWETH,—Your Petitioners, the undersigned, most humbly and respectfully beg to inform you as follows:—

That since September last within one month after the coast Custom Houses had been taken over by the German Company from H. H. The Sultan Khalifa, your Petitioners, the Indian British subjects, have experienced constant trouble and loss.

First of all at Thanga, you will remember there was a collision between the Germans and the people, and thereupon without giving sufficient notice the Germans bombarded the town, and thereby all the property and goods of your Petitioners were destroyed and pillaged, and very serious loss incurred.

A written notification of your Petitioners' loss was made to you at the time, and requested you to bring the matter to the notice of H. M.'s Government begging that the welfare of the British subjects might be taken into consideration, and that they might receive compensation for the losses actually sustained by them.

A few days after the disturbances at Thanga, disturbances at Pangain were reported here. The Germans there entered forcibly into the Mosque of the Mahomedans at Pangain with their dogs and shoes on which was the immediate cause of the Mahomedans rising against them. It is well known that the Germans' violation of their religious prejudices caused this rising which has been the ruin of the British subjects, by having their goods plundered and pillaged and their property destroyed.

The merchants of Pangain paid a considerable sum of money for having their goods stored in the godowns and their life protected.

At the time your Petitioners received several Gujrati petitions from the different coast ports, informing them of all the difficulties suffered by the people at Kilwa, Mikidani, Lindi and other ports. Their property and life being in danger, and the Mirimai people awaiting of the disturbances—exacting large sums of money and goods from the poor British subjects by threatening them for the safety of their lives and property. Many of these people and their goods are still forcibly detained at these ports.

Your Petitioners presented at the Consulate all these petitions, and informed you of all these fa ts, requested you to telegraph to H. M.'s Government for immediate protection of the lives and property detained at the coast ports.

To this telegram Lord Salisbury replied to you saying :—

"Inform British Indians that their petition received. H. M.'s "Government trust that their present exceptional state of affairs "will shortly come to an end. Assure them of entire sympathy."

This gracious reply of His Lordship encouraged us in the hope that His Lordship realised the necessity we felt for appealing to his special protection.

Your Petitioners delayed in again addressing themselves to, and troubling you, as they hoped that there would be some statement of these lamentable occurrences, but instead of such being the case matters have gone and still continue to go from bad to worse.

As late as December last we were informed of a fresh disturbance at Bagamoyo.

Your Petitioners went to the Consulate, but owing to your sickness could not intrude themselves upon you.

Your Petitioners subsequently became aware that the disturbances were known to you, as they learned you had arranged for the prompt despatch of the s.s. "Kilwa" to Bagamoyo, and you considerately invited them to send some representative of their own body to enquire what had actually happened.

Your Petitioners sent their representatives according to your invitation, and they reported that they found nearly all your Petitioners' houses and shops opened by violence and the contents pillaged and scattered about in confusion. That they have actually seen with their own eyes while at Bagamoyo, the askaries and people who are employed by the Germans pillaging and plundering the goods and things from the houses and shops of big merchants, such as Khoja Kanji and Jan Mahomed Hunsraj, Bhundally Rimmul, Rahini Lilani, Ismail Rimmul, Thucker Mathuradass Pursotumdass and others, consisting of thousands of dollars and also some big buildings of Khoja Merali Parroo, Abdula Dina, and others worth of a very great amount, and were utterly destroyed, doors and windows were smashed, and all contents were removed. Nearly all the houses and shops of your Petitioners were similarly treated.

If not speedily checked your Petitioners dread the insurgents finding the Germans unable to reach them will gain force and confidence, and that these disturbances will extend to every town along the entire coast even Mombassa, and throughout the interior.

You are doubtless aware of the occurrences last month at Darasalama, which compel us again to appeal to you. On that occasion the town was bombarded and laid in ruins, the Indian subjects driven out, and here ruined and in utterly destitute condition seeking relief for their subsistence from you.

They are now maintained by the charity of a few of our community, but this cannot continue, and any day their numbers may be seriously augmented by similar arrivals from other coast ports.

Should they not eventually be compensated their losses, as you are aware must directly and seriously affect the whole trading community of Zanzibar.

Surely the people of England and Germany who are expending so much money in this extensive blockade in their endeavour to improve the condition of the slaves, cannot be aware of the wanton destruction of the life and property of British subjects that is going on. Everyone knows tactics pursued by the Germans in shelling and firing the coast towns and villages does not reach or affect those they are seeking to punish, they slaughter a few unoffending natives and inflict their loss principally upon the property of British subjects.

We beg to ask our Government to give us protection, or to intercede with the German Government on our behalf.

It may appear incredible, nevertheless we assure you, even at the present time, the native employés of the German Company at Bagamoyo, availing of the confusion and want of law and order, are themselves pillaging and bringing the doors and windows, &c., of our houses to Zanzibar for sale. We have already petitioned you to give orders for the seizure of all such property when recognizable and for its restitution to its rightful owners.

Your Petitioners refrain from putting any figures before you, in the meantime for fear that your Petitioners' statements might be discredited by appearing to be excessive. Your Petitioners are quite content to leave themselves in your hands, and feel satisfied that should an impartial enquiry be instituted to ascertain their actual value the loss will be found to be of such magnitude that it cannot fail to appeal to your sympathy.

Sir, we have herein recorded so far as it is possible to estimate them, the actual losses we have sustained, but you are yourself so well acquainted with the trade of Zanzibar as carried on with the coast and interior. It is presumptuous for us to remind you that the actual losses enumerated herein before, are infinitesimal as compared with our prospective losses. The extent of our prospective losses no one can at the moment correctly estimate.

All trade here is, you are aware, carried on under the system of credit. The interference with and cessation of that trade is the direct outcome of the German occupation of the coast, and their mode of administering it. The wide-spread ruin which must shortly fall upon us all, with more or less force, is the cause of the gravest alarm to us all.

We again beg you will submit our case to H. M.'s Government for their immediate and earnest attention.

For six months now we have borne our losses with patient resignation, hoping some relief would be sent to us, but now we are in despair. Never have we known British subjects to be treated, as we are treated at the hands of these foreigners, who as we have repeatedly pointed

out to you, Sir, have not at stake the life of one single subject, nor one single rupee invested in the trade of the coast they are supposed to govern, and who, therefore, are indifferent to the period, the struggle may be prolonged or the losses they inflict on us British subjects—We have, &c.,

∴ JAIRAM SIVJI.
„ THARIA TOPUN.
„ RAHIMTULA HEMANI.
„ ALLIBHAI SOMJI.
„ LAKHA CANJI.
„ SULEMAN DAWOOD.
„ VULRY DHARSI.
„ COOVERJI CHAPSEY.
„ VIERJI CANJI.
„ EBRAMJI VALJI.
„ KESSOWJI PRANGJI.
„ IBJI SIVJI.
„ THUCKER CURSONDAS VIRJI.
„ THUCKER LICKMIDASS NARONJI.
„ THUCKER DAMODHER MURJI.
„ JAITHA JAITHASAMJI.
„ PEERBHAI JIVANJI.
„ KHOJA DEWJIBHAI JUMALL.
„ KHOJA HASSANBAI CUMALL.

These signatures are of the heads of all the communities, and plenty of them are ready to sign if required.
Zanzibar, 10*th March* 1889.

BOMBAY CHAMBER OF COMMERCE, 10*th May* 1889.

MESSRS. COWASJEE DINSHAW & BROTHERS, Bombay.

Dear Sirs,—Having laid before the Committee of the Chamber, the copy of the memorial from the Indian residents of Zanzibar to H. M.'s Agent and Consul General at that place, which you handed to me a few days ago, I am directed to inform you that they consider a similar memorial to Government from those in Bombay connected with, and interested in, the trade of Zanzibar would be the most desirable representation to make on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX AAA.

REPORT ON THE TRADE OF ZANZIBAR.

No. 88 S.

CALCUTTA, 14*th March* 1889.

From the ASSISTANT SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of the letter from this Department, No. 3,244, dated 16th June last, I am directed to transmit copy of a report on the trade of Zanzibar for 1886, which is the latest received, and to say that the Chamber of Commerce will be supplied with a copy of future reports when received.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 10.

ZANZIBAR, 19*th December* 1887.

Major MACDONALD to the MARQUIS of SALISBURY (received 16th Jan.)

MY LORD,—I have the honour to inclose herewith a short statement of the import and export trade of Zanzibar which I have had drawn up by Khimji Jairam Sewji, who was the Sultan's Customs-master up to August 1886.

I have also had prepared a Census of the British Indian subjects in the Zanzibar dominions. A copy of this Census, showing the number of each caste and their distribution on the coast, I have also the honour to inclose.

I have ventured to forward the above two documents to your Lordship, as there appears to be a general idea that British interests in the Zanzibar dominions are on the decrease; a glance at the two inclosures will show that such is not the case; and speaking from my own short experience of five months here, I can confidently state that I see no indication whatever of a decrease of our influence here in trade or in any other particular.

Amongst the copies of correspondence respecting the question of Diplomatic and Consular assistance to British trade abroad, forwarded by your Lordship to me in July last, is a letter from Sir J. Behrens to Mr. Bryce, dated Bradford, the 3rd March 1886, in which the following passage occurs:—

"Our German rivals have thus been able to obtain a first footing if not a monopoly of the trade in several important countries, as for instance in Zanzibar, where English traders may now find it not so

easy to succeed as if they had been efficiently supported from the beginning by information accessible to all."

A glance at the inclosed table of exports and imports will show that the value of goods imported and consigned to British subjects is more than five times that consigned to German subjects, and that the value of goods exported to England and India is more than six times that exported to Germany.

As a matter of fact, the monopoly of the whole trade of Zanzibar is in the hands of the British Indian subjects, and will remain so for a long time to come, as it is quite impossible for Germans, English or any European nation to compete with British Indian subjects, who are satisfied with the smallest profits, and who can live anywhere and on anything.

I may add that yesterday my German colleague called upon me and said that he wished to send a Report on the trade of Zanzibar to his Government by this mail, and as the greater part of the commercial information was in the hands of the British Indian subjects, he would be much obliged if I could supply him with some correct information regarding exports and imports. I thought I could not do better than furnish him with a copyof the inclosed statement, for which he expressed himself most grateful.—I have, &c.,

C. M. MACDONALD.

INCLOSURE 1 IN No. 10.

IMPORT OF GOODS.

	Dollars.
From Bombay and other Indian ports, consigned to British subjects	1,500,000
,, London, consigned to British subjects	800,000
,, America, consigned to American subjects	450,000
,, Germany, consigned to German subjects	400,000
,, France, consigned to French subjects	250,000
Total import	3,400,000

EXPORT OF THE PRODUCE OF ZANZIBAR AND THE INTERIOR.

	Dollars.
To London	1,500,000
,, India	2,000,000
,, America	700,000
,, Germany	550,000
,, France	300,000
Total export	5,050,000

True copy.

L. LIOTARD, Superintendent,

Department of Finance and Commerce, Government of India.

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* Of this, almost all the produce, with the exception of a little quantity of orchella weed and hides purchased at Benadir by German and French subjects, was bought by the British subjects.

INCLOSURE 2 IN No. 10.

Census of British Indian Subjects residing in the Dominions of His Highness the Sultan of Zanzibar, August 1887.

Names of Places.	Khojas.				Hindoos.				Bohras.				Parsees.				Memons.				Scindees.				Grand Total.
	Males.	Females.	Children.	Total.	Males.	Females.	Children.	Total.	Males.	Females.	Children.	Total.	Males.	Females.	Children.	Total.	Males.	Females.	Children.	Total.	Males.	Females.	Children.	Total.	
Zanzibar	718	624	540	1,900	596	22	..	618	146	98	118	362	43	14	22	7		103		103	..	24	..	24	3,086
Mangao, Lindi	125	40	25	190	90	...	...	90	5	3	3	11	...	..	..	..	.	1	..	1	..	..	..	..	293
„ Makindani ..																									
Machingama	..	..	..	..	1	...	...	1	...	..	..	...	..	..	...	..	..	..	...	..	..	..	..	..	1
Kiswera	..	..	..	...	5	...	..	5	..	..	..	..	..	..	..	...	...	...	...	..	..	...	..	...	5
Mora	..	..	..	...	20	..	..	20	..	..	..	..	..	...	..	..	..	..	...	..	..	..	..	..	20
Kilwa	105	60	31	193	40	..	...	40	5	..	..	5	..	...	..	...	..	9	...	9	..	2	...	2	252
Samanga	..	..	...	...	12	..	...	12	..	..	..	..	..	...	...	...	..	...	..	..	..	..	...	...	12
Chhole	10	6	6	22	8	...	..	8	3	1	...	4	...	..	...	...	..	..	..	..	..	..	..	..	34
Kwala	80	30	25	135	40	...	...	40	7	..	2		...	...	...	...	...	..	..	..	..	..	..	..	181
Boramaji	..	...	..	...	1	...	..	1	..	..	..	..	..	..	..	...	..	..	..	..	..	..	..	..	1
Kisije	..	..	..	...	1	...	..	1	..	..	..	..	..	..	...	...	...	...	...	..	..	..	..	...	1
Tuliani	..	...	..	...	4	...	..	4	..	...	..	...	..	..	..	..	...	..	..	...	..	..	...	..	4
Das-es-Salam	20	12	15	47	15	...	..	15	22	11	12	45	..	..	...	..	...	..	..	...	..	..	..	..	107
Kunduchi	8	4	...	12	1	..	.	1	..	...	..	..	..	..	...	..	..	...	..	..	..	..	..	...	13
Bhgoni	..	..	...	...	6	..	...	6	..	...	..	...	..	...	...	..	..	..	..	..	..	..	..	..	6

Mingoton	..	..	..	..	..	..	1	..	...	1	..	..	..	...	...	...	...	..	...	..	..	..	..	...	...	..	1
Begani ..	..	..	..	...	...	..	2	...	...	2	...	..	..	...	...	..	...	...	..	..	..	..	..	..	..	..	2
Kavla ..	..	..	..	..	..	..	7	..	..	7	...	..	..	...	...	...	...	...	..	...	...	..	..	..	...	..	7
Bagamoyo ..	..	119	140	96	385	31	..	..	31	...	..	..	...	..	....	...	..	..	7	..	7	..	70	..	70	493
Saadani ..	..	36	33	38	107	2	...	..	2	..	..	..	...	..	...	...	..	...	..	..	..	...	23	...	23	132
Pemba ..	..	80	60	28	163	15	..	..	15	114	36	32	182	..	...	...	..	..	..	..	8	..	...	..	..	373
Pangany	..	43	29	31	103	20	..	..	20	...	..	..	...	..	...	...	..	..	..	..	...	..	..	..	...	123
Tanga ..	..	..	..	..	..	15	..	..	15	41	30	41	112	...	..	...	..	...	..	..	..	...	..	..	...	127
Wanga ..	..	..	...	..	...	...	3	...	..	3	6	..	..	6	...	..	...	..	..	...	..	..	..	..	...	..	9
Takaungu	...	..	..	...	..	...	...	...	...	..	18	..	..	18	..	..	...	..	..	..	..	..	..	..	..	..	18
Mombasa	..	..	20	3	2	25	25	...	...	25	63	14	101	228	..	..	...	..	...	...	..	...	..	255	...	255	533
Mambrai..	..	..	..	..	..	..	1	..	..	1	22	17	21	60	...	...	...	...	...	...	..	..	..	..	..	..	61
Lamu ...	...	..	30	10	15	55	33	...	..	33	47	38	57	142	..	..	...	..	...	...	...	...	...	..	..	...	230
Benadir ..	...	..	24	11	8	43	5	..	..	5	17	2	5	*24	...	..	...	..	...	..	..	..	..	3	..	3	75
Malindi ..	..	..	5	2	3	10	...	..	..	..	32	15	25	72	..	...	...	...	...	..	..	..	..	..	..	..	82
Maja ..	..	..	..	..	...	..	..	..	...	..	8	6	7	21	..	..	...	..	..	..	..	..	..	..	..	...	21
Mavva ..	..	..	..	...	..	...	...	..	..	..	2	..	2	4	...	...	...	..	..	..	...	..	..	..	..	..	4
Jajoni ..	..	..	...	..	...	...	...	..	..	..	2	3	5	10	..	...	..	..	..	..	..	...	..	..	..	..	10
Tangata ..	..	..	...	...	...	...	..	..	...	..	8	7	10	25	..	...	...	..	...	...	..	..	...	...	..	..	25
Total...		..	...	..	3,398	..	..	..	1,022	..	..	...	1,340	...	..	...	79	..	..	..	128	..	...	...	577	*6,314

* Total Population.

True Copy.

L. LIOTARD, Superintendent,
Department of Finance and Commerce, Government of India.

BOMBAY CHAMBER OF COMMERCE, *27th March* 1889.

The ASSISTANT SECRETARY to the GOVERNMENT of INDIA,
Department of Finance and Commerce, Calcutta.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to acknowledge the receipt of your letter No. 88 S. of the 14th instant, and to convey to you their thanks for the copy of the report on the trade of Zanzibar for 1886, forwarded therewith.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX BBB.

MERCANTILE AND TRADE MUSEUMS.

No. 2948 of 1889.

General Department,
Bombay Castle, 26*th July* 1889.

To the Honourable F. Forbes Adam, C. I. E., Chairman, Chamber of Commerce, Bombay.

Sir,—In forwarding herewith copy of a paper containing an account of the Trade Museums started in Germany, together with the accompanying letters from the Secretary and Curator, Victoria and Albert Museum, Bombay, and the Honorary Secretary, Victoria Jubilee Technical Institute, containing their views on the subject of establishing a similar institution in Bombay, I am directed to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce as to the expediency and practicability of the formation of a Mercantile and Trade Museum in Bombay on the model of those in Germany.—I have, &c.,

J. De C. ATKINS,
Acting Under Secretary to Government.

German Trade Museums.

Mr. Consul General Oppenheimer, Frankfort, in his report on Trade and Commerce of Frankfort, gives some interesting particulars of these institutions.

In general, however, and in spite of some favourable features, which led to the belief of a thorough improvement in trade and industry throughout Germany, the tendency to dissatisfaction and commercial exhaustion, now existing for the last ten years, is still prevailing and the principal complaint is that of over-production which always makes itself felt as soon as a livelier demand for any article is noticed and causes most regrettable consequences. It is this very competition which forces the manufacturer to reduce his prices and these steady, but necessary, reductions not only create uneasiness but in paralysing the spirit of enterprise have a most unfavourable influence on trade and commerce.

It is, therefore, not at all astonishing that German commerce should watch with the utmost attention the wants of foreign countries; that no exertion is dreaded to increase commercial intercourse with all parts of the globe in order to gain fresh chances of selling the immense quantities of goods ready for sale.

Hence, also the great care taken by all German Chambers of Commerce to acquaint the German commercial world with everything connected with export trade; they are indefatigable in giving advice and hints how to make the most profit out of existing relations and how to enter into new ones.

The export museums existing in most of the principal cities of Germany, and which are looked upon with growing interest, greatly contribute to extend the intercourse with foreign countries.

The Frankfort Export Museum, fitted up in the galleries of the new Exchange Buildings, principally serves to inform the manufacturers and merchants of this district regarding the mode of business in foreign parts and to facilitate transactions with foreign consumers by exhibiting in all their various qualities the articles most current in transoceanic countries, stating the prices that were realised there, the mode of packing most in favour, the quantities sold, the local charges, the period for which credit is asked and allowed, and so on. Thus the German manufacturer is enabled to see whether he can compete in exporting these articles to foreign markets, and also to adapt his goods to the wants of the country to which they are intended to be exported.

The other part of the collection, the Museum of imports, is equally important, its object being to make merchants and manufacturers acquainted with the raw materials, which by constant improvement present new features and may be brought to answer various technical purposes about which German manufacturers are not able to decide before having seen specimens. This part consists of a rich collection of useful minerals, seed, coral, growths, fruits, wool, cotton, fibres of plants adopted for textures, shells suitable to be worked, grass containing alkalines and other articles to be met with in foreign parts. Articles such as grains, coffee, raw sugar, rice and ordinary spices are excluded, the European markets being abundantly supplied with them. Information is given from what quarter the above productions come, the prices at which they are sold, the freight to be paid, and, in general, all additional intelligence which may tend to convey accurate information for their profitable employment.

An Information Office constitutes the third part of the Museum. The aim of this Office is to afford all possible information concerning foreign countries. It contains statistics of every description, technical and commercial periodicals, guides and directories, reports and custom tariffs not included in German trade records. Parties interested are thus afforded an opportunity of keeping themselves always promptly informed on the subject of imports and exports. The museum is under the patronage of the German Government and constantly receives through the German consulates interesting articles and collections of samples.

The Export sample-rooms of this city answer a similar purpose. The object of this Institution is to promote the export and shipping of German merchandise. It exhibits samples, designs, sketches, advertisements, show cards, price lists, and so on, for industrial and other producers giving the exact prices, measures, weights and all the required details in German, French and English. Similar institutions

exist in Stuttgart, Berlin, Munich, Cologne and other German cities; but hardly any other place presents conditions equally favourable to the success of an enterprise of such a nature as Frankfort. Centrally situated, offering as it does, superior facilities of export, excellent means of communication, particularly when improved after the approaching completion of the Central Railway Station and already greatly facilitated through the river trade on the new canal; extensive relations with banking institutions of first rate standing at home and abroad; an influx of strangers from all countries; yearly increasing, and amounting to hundreds of thousands annually, are advantages from which institutions of this kind derive the greatest benefit.

Towards the close of 1887 the number of subscribers and members of this institution had increased to 295 showing a material improvement in the variety of all the industries represented.

The fact that the export sample-rooms, by paying a moderate contribution, offer a permanent and more effective representation than exhibitions involving heavy expenses begins to be generally recognised in manufacturing circles.

No. 1016 OF 1888-89.

BOMBAY, 14*th March* 1889.

From The SECRETARY and CURATOR, Victoria and Albert Museum, Bombay, to the CHIEF SECRETARY to GOVERNMENT, General Department, Bombay.

Sir,—I have the honor to acknowledge the receipt of your letter, No. 4453 of the 15th December 1888, in the General Department, requesting me to favor Government with my opinion on the question as to the expediency and practicability of the formation of a Mercantile and Trade Museum in Bombay on the model of those in Germany.

I thought it advisable to ask the opinion of some gentlemen in business in Bombay, and one or two at home, as these gentlemen would be able to give an opinion from a different point of view as to the expediency of having a Mercantile and Trade Museum in Bombay. The concensus of the local opinion I have received seems to be that, so far as Bombay is concerned, such an institution is unnecessary, as private enterprise and energy have done all that could be done; and very few Indian products have escaped the merchant's eyes, whilst there is nothing manufactured in other countries, and suitable for the wants of India, that has not been brought on trial, and pushed into consumption. I agree to some extent, with these opinions, although I think that there are probably some Indian products which might with advantage be made known, or if already known pushed into greater consumption whilst as regards imports it is probable that as the articles of Western manufacture become better and more widely known in this country they will be more generally used. Possibly some of the merchants might not favor the establishment of an institution which would give information to the outside world and which might multiply the channels of trade,—a result which naturally merchants might not regard with complacency

Personally I am of opinion that a museum of the kind referred to would be of use in Bombay, as it has been in other parts of the world. As a matter of fact visitors who have come to India from European countries—England, Germany, Russia, Italy. &c., or from America, and sometimes agents from local firms, occasionally come to the Victoria and Albert Museum to obtain information as to particular articles, such as gums and resins, dyes and tans, oilseeds and oils, fibers and other products. Information is also occasionally sought regarding carved wood work, cloths, and other articles of Indian manufacture. In this connection I ought to mention that the Committee appointed to discuss certain matters concerning exhibitions and museums (Mr. J. H. Grant, Mr. Griffiths, and I being the members who represented Bombay) which met in Calcutta during the time of the Calcutta exhibition, considered the propriety of fostering indigenous native industries, some of which were beginning to languish, whilst others were already nearly extinct. Amongst other suggestions made was one to the effect that a set of specimens of artware, and other articles produced in the various presidencies, or other parts of the country, should be exhibited in the Presidency town Museum, or in the Museum of the principal town of that part of the country in which the industry existed, and that a register of the names of the various persons or firms who made the particular articles should be kept in the Museum, as well as a list of the prices for which they might be obtained. The Curator of the Museum, or other officer appointed, was to supply this and any other information required, and he was to be the medium of communication between the persons wishing to have articles made (like any of the articles exhibited amongst the series of specimens) and those who made them. The Calcutta Committee considered it desirable that the agent should be able to influence the workmen and bring some pressure to bear upon them, such as might be exercised by threatening to strike out the names of any who might offend, say in the way of overcharging or of unnecessarily delaying to execute orders. Most members of the Calcutta Committee seemed, on the whole, in favour of the scheme, but a few feared that some of the merchants and traders, such as J. P. Watson and Co., who take any orders for Cutch Silver Work in any pattern desired, might regard the proposed scheme as a direct interference with their trade. I do not know what the supreme Government did in the matter, but my impression is that it fell through and that nothing has been done.

When this matter was discussed the Calcutta members stated that there were many persons, visitors and others, who would be only too glad to get any information regarding articles of native workmanship, as information was always so difficult to obtain. The experience of the last few years at the Victoria and Albert Museum tallies exactly with these opinions and visitors have further complained that when they have obtained the names of skilled workmen in particular industries, they have been exceedingly dissatisfied and often provoked at the unbusinesslike way in which commissions to make certain articles are carried out. It was to meet such cases that some members of the Calcutta Committee suggested that the agent should possess some discretionary power, so as to prevent, if possible, overcharging and unnecessary delay.

As to practicability of the proposal, I believe that a museum of the kind referred to could be formed without much difficulty. Probably

an institution similar to that of the city of Frankfort would be too formidable an undertaking, at least at the outset especially on the score of expense, as the separate establishments would entail considerable fresh expenditure, annually recurring. But an export museum might in the first place be undertaken as the department most likely to be of use, with an information office attached. Bombay is admitted to be the gate way of India, and there is no place in this country where such a museum would be so likely to be a success. The institution should be directly under Government control.

The raw products in the Victoria and Albert Museum, and such artware as the museum has been able up to date to collect, might be utilized as the nucleus for a more complete collection of exhibits for the export museum ; and the museum staff could overtake the work of collecting the information that might be required as to prices, weights and measures, and any other details required, much of which is given to foreign visitors in an informal way already. Such a museum would give a stimulus to the various native industries, some of which are greatly in need of help of some kind.

I shall be glad to submit, if Government wish it, a more definite plan of the constitution and working of such an institution.—I have, &c.,

D. MACDONALD, M.D.,
Secretary and Curator.

BOMBAY, 16*th July* 1889.

From NOWROSJI N WADIA, ESQ., C.I.E., Honorary Secretary to the Board of the Victoria Jubilee Technical Institute, to the ACTING UNDER SECRETARY to GOVERNMENT, General Department, Bombay.

Sir,—I have to acknowledge receipt of your letter No. 1327 of 1889 with acommpanying papers which I duly laid before the Board of the Victoria Jubilee Technical Institute. The Board instruct me to state that after consideration of the subject, they have arrived at the conclusion that it is not practicable at present to establish in Bombay a Trade Museum of the nature and scope of the Museums that have been opened in Germany. There can be no doubt of the advantage to the commerce of the country of a museum exhibiting specimens of the products, natural and artificial, of India and those of other countries suitable for consumption in India, and supplying full information with respect to both. But to be efficient and of real value the museum would require, in the opinion of the Board, to be situated in the centre of the business-part of the city, it would require a large staff of qualified assistants to preserve touch with similar museums elsewhere and to keep up a correspondence with Agents in all parts of the world, who would collect and furnish specimens of new, and constantly forward the latest intelligence concerning old, products. The initial expense of housing, and providing even the nucleus of a collection would be very considerable ; the annual expense of maintaining it great.

Were the importance and need of such an establishment keenly

felt by the commercial community, if they were satisfied that their business suffered seriously by its absence, there might be some hope of inducing them to come forward and assist materially with the funds indispensable for the building and working of the institution. But, in the opinion of the Board, no such desire is pressingly present to their minds. They for the most part believe that private enterprise, sharpened by self interest, is capable of doing all that is wanted to extend and expand the import and export trade of India. And although they would probably gladly welcome a museum if it were provided for them, it is improbable that they would be found willing to subscribe to any substantial extent towards its capital cost or annual expenditure.

Under these circumstances the Board are of opinion that the scheme is not practicable, and they do not therefore consider there is any useful end to be gained by entering on details unless Government are prepared to supply the necessary funds.—I have, &c.,

NOWROSJEE N. WADIA,
Honorary Secretary to the Victoria Jubilee Technical Institute.

BOMBAY CHAMBER OF COMMERCE, 1*st August* 1889.

The SECRETARY to GOVERNMENT, General Department, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. 2948 of the 26th ultimo, asking for the opinion of the Chamber as to the expediency and practicability of the formation of a mercantile and trade museum in Bombay on the model of those in Germany, an account of which—accompanied also by correspondence with the Secretary and Curator of the Victoria and Albert Museum, Bombay, and the Honorary Secretary of the Victoria Jubilee Technical Institute—is enclosed.

2. After careful perusal of these papers, and giving the matter every consideration, the Committee direct me to say that their views are exactly in keeping with those expressed in the letter of the Board of the Victoria Jubilee Technical Institute, and they do not consider it practicable, at present, to establish a trade museum in Bombay.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX CCC.

ENDOWMENT FUND FOR THE TRAINING AND MAINTENANCE OF NURSES AT THE JAMSHEDJI JIJIBHAI HOSPITAL.

No. 2012 of 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 23*rd May* 1889.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for your information, copy of a Resolution passed this day by Government on an offer made by His Highness the Thakor Saheb of Bhavnagar, to place at the disposal of this Government a sum of rupees thirty thousand for an Endowment Fund for the training and maintenance of nurses at the Jamshedji Jijibhai Hospital, and to present a bust of Her Imperial Majesty the Queen-Empress to the Victoria Jubilee Technical Institute.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. 2011.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 23*rd May* 1889.

Letter from His Highness Sir Takhtsingji Jaswantsingji, G.C.S.I., Thakor Saheb of Bhavnagar, dated 20th May 1889 :—

"It has been my custom ever since I assumed the administration of my State to celebrate the Queen-Empress's Birthday by various acts of charity for the benefit of my subjects, and this year although I shall be away from my territory on that auspicious day, it will be celebrated there, in accordance with instructions sent by me, in a like manner. I am further desirous of celebrating the forthcoming anniversary by inaugurating some benevolent work the benefits of which might reach a large number of people ; and for that purpose I propose to place at the disposal of your Excellency's Government a sum of Rs. 30,000 (thirty thousand). I understand that there has been felt for a long time past the want of trained nurses throughout the Presidency, and now that there has been established a splendid system of hospitals in Bombay during your Excellency's regime, and mostly through your beneficent encouragement, the want is likely to be felt more and more every day,

It is my intention, therefore, to make a beginning towards supplying it, and I propose to devote the above-mentioned sum to an Endowment Fund for the training and maintenance of nurses at the Jamshedji Jijibhai Hospital or any of the hospitals connected with the Grant Medical College under the following conditions :—

a.—That the amount be placed in the name and at the disposal of the following Trustees :—

I.—The Principal of the Grant Medical College for the time being,

II.—The Chairman of the Bombay Chamber of Commerce for the time being,

III.—The first Physician of the Káma Hospital for the time being,

IV.—A representative of the Thakor of Bhavnagar for the time being,

V.—The Lady who superintends the nursing establishment of all or any of the hospitals above-mentioned, and in case of their being two or more ladies qualified as aforesaid such one as the other Trustees may elect.

b.—That the entire management of the Fund shall be at the discretion and under the supervision of the said Trustees.

c.—That it shall be competent to the Trustees to invest the capital in any securities which they may consider advisable except personal securities and that only the interest thereof shall be utilized for the purpose aforesaid.

" If your Excellency should be pleased to entertain my proposal and agree to the conditions here set forth, I shall leave the framing of any rules, &c., for the guidance of the Trustees to your Excellency's Government.

" It is, moreover, my intention at this opportunity to mark my appreciation of the laudable undertaking which has been set on foot in Bombay to commemorate the happy event of Her Majesty's Jubilee. The Victoria Technical Institute is a school the benefits of which will be far reaching in a direction hitherto unexplored in this country ; and in order that within its walls there may be a visible symbol of the august Lady whose name it bears, I propose to present it with a marble bust of the Queen-Empress. I learn that the Kensington Vestry have recently selected for their Town Hall a bust of Her Majesty from amongst those exhibited in the studios of various artists, and I have much pleasure in asking your Excellency to permit a copy thereof (towards the expense of which I have set apart a sum of Rs. 5,000) to be placed in a conspicuous part of the Victoria Technical Institute.

" Should these proposals meet with your Lordship's approval, I shall thank your Excellency to publish the necessary sanction of Government thereto on the auspicious day with which it is my desire to connect them."

Resolution.—The Governor in Council has much pleasure in acknowledging this fresh proof of His Highness' public-spirited benevolence whereby valuable assistance is given to the ladies who have

undertaken the arduous and responsible duties of nursing the patients at the various hospitals connected with the Grant Medical College. The funds placed at the disposal of Government will at once be transferred to the Board of Trustees constituted in accordance with His Highness' wishes. The Governor in Council has been gratified to learn that it is His Highness' intention to present a bust of Her Most Gracious Majesty the Queen-Empress to the Victoria Jubilee Technical Institute.

J. DE C. ATKINS,
Acting Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *5th June* 1889.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter, No. 2012 of 23rd ultimo, covering a resolution of Government appointing "the Chairman of the Chamber for the time being" a trustee for an Endowment Fund granted by His Highness the Thakor Saheb of Bhavnagar for the training and maintenance of nurses at the Jamshedji Jijibhai Hospital.

While sensible of the confidence reposed in, and the compliment paid to their representative, by the Thakor Saheb, the Committee regret that they are unable to accept an appointment which might saddle future chairmen with duties and responsibilities not appertaining to the work of the Chamber, and which they might not care to undertake. And I am further directed to add that, while regretting the inconvenience which their decision may possibly cause, the Committee would respectfully suggest that a repetition might be avoided in future if Government would previously ascertain the opinion of the Committee before agreeing to follow the wishes of native chiefs or others who may have a similar object in view.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX DDD.

ELECTION OF CHAMBER'S REPRESENTATIVES ON THE CORPORATION.

No. 17082 of 1888-89.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, *17th December* 1888.

From the MUNICIPAL COMMISSIONER for the City of Bombay to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to invite the attention of the Chamber of Commerce to sections 5, 22, 31 and 32 of the City of Bombay Municipal Act, 1888, and to inform you that pursuant to the provisions of Section 22, as aforesaid, I have fixed Wednesday, the 6th February, for the election of Councillors by the Chamber. I append copy of a notification shewing the dates fixed for the other elections also.—I have, &c.,

E. C. K. OLLIVANT,
Municipal Commissioner for the City of Bombay.

GENERAL ELECTIONS OF COUNCILLORS UNDER THE SMALL CITY OF BOMBAY MUNICIPAL ACT, 1888.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, *15th December* 1888.

Pursuant to the provisions of Section 22 of the City of Bombay Municipal Act, 1888, I hereby fix the following dates for the first general elections of Councillors to take place in the year 1889 :—

FIRST.—For the *Ward elections*, to take place simultaneously for all the wards, *Thursday, the 17th January.*

SECOND.—For the election of the Bombay Chamber of Commerce, *Wednesday, the 6th February.*

THIRD.—For the *Justices' election, Tuesday, the 12th February.*

FOURTH.—For the Fellows' election, *Tuesday, the 26th February.*

Printed forms of nomination papers either for the Ward elections or the Justices' election can be obtained free of charge, by persons entitled to them, on application at the Commissioner's Office at any time within seven days previous to the respective days fixed for the Ward elections and Justices' election.

With regard to nominations attention is invited to Section 26 of the Act and it will be observed that the day fixed for the elections (Wards' and Justices' respectively) are the days on which nomination papers are to be delivered at the Commissioner's Office before 5 p.m.

E. C. K. OLLIVANT,
Municipal Commissioner for the City of Bombay.

BOMBAY CHAMBER OF COMMERCE, *25th January* 1889.

To the MEMBERS of the CHAMBER of COMMERCE.

GENTLEMEN,—The Municipal Commissioner has appointed Wednesday, 6th February, for the purpose of balloting for two members to represent the Chamber on the Municipal Corporation in accordance with the provisions of Act III of 1888. I annex copy of the rules of the Chamber showing the manner in which the balloting is to be conducted, and the Sections of the Act prescribing the mode and conditions of election.

In accordance therewith, candidates are required to send in their names to the Secretary before the 30th instant.

A list of the candidates, together with voting papers, will be issued in due time.—I remain, &c.,

JOHN MARSHALL, Secretary.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on that day.
4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 p.m. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

Sections of the City of Bombay Municipal Act, III. of 1888, *pertaining to the election of Councillors by the Bombay Chamber of Commerce.*

Section 5. (1.) On and after the first day of April, 1889, the Corporation shall consist of seventy-two councillors as follows (namely) :—

Thirty-six elected at Ward-elections ;
Sixteen elected by Justices ;
Two elected by Fellows ;
Two elected by the Bombay Chamber of Commerce.
Sixteen appointed by Government.

Section 6. (1.) The first members of the Corporation constituted according to the provisions of Section 5 shall come into office on the first day of April 1889.

(2.) Councillors selected or appointed to succeed retiring Councillors shall come into office on the day for the retirement of the Councillors whom they are to succeed.

Section 7. All members of the Corporation constituted as aforesaid shall retire from office at noon on the first day of April three years after they take office, which day is in this Act referred to as the day for retirement.

Section 8. Any person who ceases to be a Councillor shall, unless disqualified, be re-eligible.

Section 15. A person shall not be qualified to be elected to be a Councillor at a Justices' election, or a Fellows' election, or an election by the Bombay Chamber of Commerce, unless he is at the time of the election a Justice, or a Fellow, or a member of the said Chamber, as the case may be, and unless, in the case of a Justice or a Fellow he is enrolled as such in the Municipal Election roll.

Section 22. (1.) General elections of Councillors shall be fixed by the Commissioner, subject to the provisions of Section 23, to take place triennially on such days in the months of January and February, as he shall think fit.

(2.) The first General Elections shall beheld in the year 1889.

(3.) Elections to fill casual vacancies shall be fixed by the Commissioner to take place on such days as he shall think fit as soon as conveniently may be after the occurence of the vacancies.

Section 23. The dates for all General Elections shall be fixed in the following order, and with the following intervals, namely :—

First.—The Ward-elections shall be fixed to take place simultaneously for all the wards ;

Secondly.—The day for the election by the Bombay Chamber of Commerce shall be fixed at an interval not exceeding twenty-one days after the day fixed for the ward-elections.

Thirdly.—The day for the Justices' election shall be fixed at an interval not exceeding seven days after the day fixed for the election by the Bombay Chamber of Commerce.

Fourthly.—The day for the Fellows' election shall be fixed at an interval not exceeding fourteen days after the day fixed for the Justices' election.

Section 31. (1.) Elections of Councillors by the Bombay Chamber of Commerce shall be made by the members for the time being of the said Chamber, subject to the provisions of Section 15, in such manner as shall from time to time be determined at a meeting of the said Chamber convened in accordance with the rules at the time in force in this behalf.

(2.) The Secretary to the said Chamber shall make a return in duplicate to the Commissioner setting forth the name in full of every person so elected.

(1.) The result of every election shall be declared by fixing, as soon as may be after the election, in some conspicuous place on the Chief Municipal Office, a notice certifying the names of the persons, if any, elected, and in the case of a contested election, the number of votes recorded for each candidate.

(2.) The said notice shall be signed, in the case of a Ward-election and in the case of a Justices' election which is not contested, by the Commissioner, in the case of a contested Justices' election, by the Chairman of the meeting of Justices at which the election took place, in the case of a Fellows' election, by the Register of the University of Bombay, and in the case of an election by the Bombay Chamber of Commerce by the Secretary of that Chamber.

BOMBAY CHAMBER OF COMMERCE, *7th February* 1889.

The MUNICIPAL COMMISSIONER for the City of Bombay.

SIR,—I have the honour, by direction of the Committee of the Chamber of Commerce, to hand you herewith a return, in duplicate, of the names of the gentlemen elected yesterday to represent the Chamber on the Muncipal Corporation, in accordance with the provisions of Act III, of 1888.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *7th February* 1889.

Return of gentlemen elected by the Bombay Chamber of Commerce, to be members of the Muncipal Corporation in accordance with the provisions of the Bombay Muncipal Act, III, of 1888.

Date of Election.		Names of gentlemen elected.
1889.		
February.	6	George Cotton, Esq. (of Messrs, Greaves, Cotton & Co.) G. W. Roughton, Esq. (of Messrs Tobin & Roughton).

JOHN MARSHALL, Secretary.

APPENDIX EEE.

ESTABLISHMENT OF A CHAMBER OF COMMERCE AT CAWNPORE.

CHAMBER OF COMMERCE, CAWNPORE, 24*th December* 1888.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—You may possibly be aware that some little time ago, steps were taken in Cawnpore to form a Chamber of Commerce to serve commercial interests generally in the N.-W. Provinces, Oudh and Punjab. The representatives of a considerable number of important concerns have agreed to join the movement, and practically the Chamber is now formed ; but, as it will be impossible to hold a general meeting of members before the second week in January, the Provisional Committee, as originally appointed, are still in office.

At their request I beg leave to ask you to be good enough to favor this Chamber with a copy of the Memorial, which the Bombay Mill-owners resolved, at the meeting held on the 20th instant, to cause to be prepared, setting forth the different conditions of factory labor in England and India, this Chamber being also desirous of taking action in the matter. The question is one of vital interest to the manufacturing industries in these provinces. In Cawnpore alone, there being cotton mills with some 1,25,000 spindles and 2,000 looms, representing a capital, employed, of upwards of 60 lacs, and giving work to nearly 5,000 hands ; and in addition the local woollen, jute, and flour mills, cotton-presses, harness and army boot factories employ between them 4,000 hands approximately. Mills, presses and factories in Lucknow, Agra, Delhi, Dhariwal, as also breweries in the various hill stations represent a further very considerable capital, employ a large number of hands, and would be equally injured by any legislation on the lines laid down by the Manchester Chamber of Commerce. —Yours, &c.,

W. B. WISHART, Secretary,

Provisional Committee.

BOMBAY CHAMBER OF COMMERCE, *22nd February* 1889.

The SECRETARY, UPPER INDIA CHAMBER OF COMMERCE, Cawnpore.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge, with thanks, the receipt of your letter of the 14th instant, together with the copy of the report on the Indian Merchandise Marks Bill, submitted by your Chamber to the Government of the N.-W. Provinces and Oudh.

My Committee would take this opportunity of expressing their hope that the newly established Upper India Chamber of Commerce may long flourish and prove an useful ally in representing non-official interests and opinions and in protecting trade and commerce in India. My Committee request me to add that they will be glad at all times to co-operate with your Chamber in matters in which the views of both bodies coincide.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX FFF.

NEW ZEALAND AND SOUTH SEAS EXHIBITION.

No. 2477 A of 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 26*th June* 1889.

To the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber of Commerce, a circular of the Government of India, Revenue and Agricultural Department, No. $\frac{37}{29-3}$, dated 8th instant, regarding the New Zealand and South Seas Exhibition to be held at Dunedin in 1889-90.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

OFFICIAL PROGRAMME.

It is intended to celebrate the Fiftieth Anniversary of the Foundation of the Colony of New Zealand, by holding in the City of Dunedin an Exhibition of arts, industries, resources, and manners of New Zealand, Australia, and the other countries and colonies in the Southern Pacific.

The principal objects of this Exhibition are to practically illustrate the development of the resources of New Zealand during the first half century of her existence, in comparison with the progress made by other Colonies, British and Foreign; to stimulate industry and promote Intercolonial commerce; to strengthen the natural ties which connect all the Countries in the South Pacific Ocean, and to call attention to their position and potentialities.

The recent improvement in the commercial condition of New Zealand, and the prospect of prosperity immediately before her, offers special opportunities for the development of industry and the extension of Intercolonial commerce; whilst many considerations point to the desirability of bringing the importance of the South Sea Islands into notice, and cultivating a closer acquaintance with their peoples.

The Exhibition is held by, and at the risk of a number of New Zealand colonists, who have subscribed a Guarantee Fund for the purpose, after the model of those upon which the Great Exhibition of 1851, the London International Exhibition of 1862, and the Adelaide Jubilee Exhibition of 1887 were carried out.

The Government of New Zealand have recognised this Exhibition as the Official Celebration of the Jubilee of the Colony, and issued invitations to the Governments of Australia and the other Colonies and Islands in the Southern Pacific to be officially represented thereat. They have further undertaken to assist the Exhibition by erecting the main building, which will contain the picture galleries, and themselves exhibiting collections illustrating the fauna, flora, geology, and mineralogy of New Zealand, as well as objects of historical interest. The

Government will also, with the assistance of the native chiefs, organise a representation of Maori life and customs.

The Commissioners invite exhibits of all kinds from all Colonies, British and Foreign, wheresoever situated, as well as from Islands under British rule in the South Pacific. They are also desirous of obtaining Works of Art, Educational, Scientific, and Machinery Exhibits from other countries; but ordinary Industrial Exhibits from Europe and America can only be admitted under special conditions. Inducements will be offered for the exhibition of processes of manufacture.

With the consent and support of the other chief cities of New Zealand, the Exhibition will be held in Dunedin, which is the centre of the railway system of the southern and most populous island of the Colony. A suitable site has been obtained in the heart of the town, close to the railway station and intercolonial wharves. A line of railway will deliver exhibits into the grounds.

The Exhibition will be open to the public on Tuesday, 26th November 1889, and close about the middle of April 1890. It will be open in the evening as well as the day time.

The Government will issue customs regulations for the free admission of Intercolonial and Foreign Exhibits, similar to those in force at Melbourne and other Intercolonial Exhibitions, and similar railway privileges will be allowed for exhibits. The reproduction of exhibits will be prohibited by law.

CONDITIONS AND REGULATIONS.

1. Governments intending to take part in this Exhibition are requested to intimate the same as soon as possible. Applications for space for exhibits from Colonies officially represented must be made through the Commissioners of the Colonies to which the applicant belongs. Applications from countries and colonies not officially represented should be addressed directly to the Secretary at Dunedin.

2. Applications for space, with full particulars, are invited as early as possible, and in the allotment of space precedence will be given, as far as possible, to priority of application. No application will be received later than the 1st of July 1889. Forms of application and all information can be obtained from the Secretary.

3. The ordinary charge for space will be £1 1s. for the first ten square feet or any less space, and a shilling for every additional square foot. Sculpture and paintings approved by the Fine Arts Committee will be admitted free, as well as educational and scientific exhibits shown by Government departments, and exhibits in Classes 34 and 35. Machinery and bulky exhibits will be shown in special annexes, in which space will be charged for at the reduced rate of £1 1s. for the first 20 feet, and sixpence for every additional foot. Wall space will be charged at the same rate as machinery. All applications must be accompanied by payment of the full amount of the space required. Special arrangements can be made for the exhibition of articles in the grounds.

4. The Exhibition will be ready for the reception of exhibits on October 1, 1889, and space not occupied by November 1, 1889, will revert to the Commissioners for reassignment. The Executive Com-

missioner shall at any time have power to reserve or reduce space which, in his opinion, is not fully occupied or misused.

5. The Executive Commissioner may issue at his discretion weekly licenses for the sale of articles manufactured in the Exhibition, but no other exhibit will be allowed to be taken out of the buildings until the close of the Exhibition; and any exhibitor selling goods for immediate delivery renders himself liable to the forfeiture of his space and all rights as an exhibitor.

6. The Exhibition building will be constituted a bonded store, but exhibits sold will be subject to duty.

7. The introduction of dangerous substances is strictly prohibited.

8. Packages intended for the Exhibition must be painted or labelled with the following device as a distinctive mark N. Z. E. together with the name of the exhibitor and country or colony in which court the exhibit will be shown.

9. Customs entries, transportation, receiving, and arranging articles for exhibition must be undertaken by the exhibitor at his own expense, but no charge will be made for the carriage of goods intended for exhibition on the railway lines. New Zealand and Island exhibits will be carried free on the Union S. S. Company's boats, and Australian exhibits the double journey at single freight.

10. The protection of invention capable of being patented and of designs is secured by the patent law of New Zealand. No exhibit may be drawn, copied or reproduced in any manner whatsoever without the joint consent of the exhibitor and the Executive Commissioner. The Commissioners, however, reserve to themselves the right of authorising the production of general views.

11. If exhibits are not intended for competition, notice must be given in the application for space.

12. An official catalogue will be published in English by the Commissioners, by whom the sale of catalogues is reserved. Anything beyond the ordinary description of the exhibit, together with the name of the exhibitor, must be paid for as an advertisement.

13. The representatives of countries and colonies will be allowed to group their exhibits as they may think fit in that portion of the Exhibition buildings allotted to them, subject always to the approval of the Executive Commissioner.

14. Motive power will be supplied to exhibits of processes of manufacture free of charge on application to the Executive Commissioner; but the right is reserved of reducing the amount asked for, or to make a charge for certain portions of the motive power supplied at discretion. The Commissioners desire to encourage the display of machinery in motion, and of all descriptions of manufactures in progress. Requests for motive power must be made to the Secretary prior to 1st July 1889.

15. All shafting, pulleys, belting, machines, &c., for the transmission of power from the main shafting, must be provided by and at the cost of the exhibitor.

16. Judges will be appointed by the Commissioners, acting mainly upon the recommendation of the exhibitors themselves. Certificates of first, second, and third order of merit will be awarded.

17. The removal of exhibits from the Exhibition buildings and grounds must be completed within one month from the close of the Exhibition. Goods remaining after that period will be removed by order of the Executive Commissioner, at the risk of exhibitors and sold by auction or otherwise disposed of at his direction, and the net proceeds handed to the exhibitors or their duly appointed agents.

18. Every person who becomes an exhibitor thereby acknowledges and undertakes to observe the rules and regulations established from time to time for the government of the Exhibition.

19. The Commissioners reserve the right to alter, explain, or add to these regulations, at any time, whatever may be deemed necessary.

20. Precaution will be taken to preserve exhibits from injury and to guard the buildings, but no responsibility will be taken for damage or loss from whatever cause. Exhibitors will make their own arrangements for effecting insurances.

Form of applications for space and all further information can be obtained from

D. HARRIS HASTINGS, Secretary.

CLASSIFICATION OF EXHIBITS.

CLASS 1.—Geological and Mineralogical Collections.
2.—Mining and Metallurgical Machinery and Appliances.
3.—Chemical Manufactures.
4.—Glassware, Pottery, &c.
5.—Household Furniture, Brushware, &c.
6.—Heating and Lighting Apparatus.
7.—Textile Fabrics.
8.—Ready-made Clothing, &c.
9.—Printing, Stationery, &c.
10.—Armament, Native Weapons, &c.
11.—Surgical and Pharmaceutical Appliances.
12.—Hardware.
13.—Carriages, Horse Furniture, &c.
14.—Educational Appliances.
15.—Scientific Instruments.
16.—Musical Instruments.
17.—Sanitary and Athletic Appliances.
18.—Works of Art.
19.—Photographs.
CLASS 20.—Machinery for Wood and Metal Working, &c.
21.—Sewing, Knitting, Printing Machines.
22.—Heavy Machinery, Castings, Ship Models, &c.
23.—Forestry Products.
24.—Agricultural Products.
25.—Wines, Spirits, Beers, Cordials, Ærated Waters and Cooperage.
26.—Animal Food Products.
27.—Boots, Shoes, Saddlery, Leather, &c.
28.—Wood and Fibres.
29.—Stuffed Animals, Insects, Beekeeping Appliances.
30.—Traps for Game, and Fishing Tackle.
31.—Agricultural Machinery and Implements.
32.—Flowers, Fruit Models, Garden Appliances.
33.—Silversmiths' Work.
34.—Artisans' Individual Work.
35.—Women's Work.

Circular No. $\frac{37}{29-3}$ Ex.

ORDER.—Ordered, that the foregoing papers be published in the Supplement to the *Gazette of India* for general information, and that copies be forwarded to the Local Governments and Administrations noted on the margin, with a request that the prospectus may be published in the Local Gazette, and that such steps may be taken to make it known among merchants and manufacturers as may be considered desirable.

Madras.	Central Provinces.
Bombay.	Burma.
Bengal.	Assam.
North Western Provinces and Oudh.	Coorg.
Punjab.	Hyderabad.
	Ajmero and Merwara.

(True Extract.)

E. C. BUCK,
Secretary to the Government of India.

By order of His Excellency the Right Hon'ble the Governor in Council.

J. NUGENT,
Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *4th July* 1889.

The ACTING UNDER-SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honor by direction of the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 2477 A of the 26th ultimo, and to thank you for the copy of the circular forwarded therewith, regarding the New Zealand and South Seas Exhibition to be held at Dunedin in 1889-90.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX GGG.

FALLING-OFF IN THE EXPORTS OF SALT FROM BOMBAY TO CALCUTTA AND BRITISH MALABAR.

No. 693 of 1889.

Camp Kharaghora, 13*th February* 1889.

From the Collector of Salt Revenue, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—As my returns show that the export of salt from Bombay to Calcutta and British Malabar has fallen off considerably during the present Financial year, I should be much obliged if you would let me know whether freights by *sailing* ships to Calcutta and the ports on the western sea-board of the Madras Presidency have risen materially. If the diminished exports are not due to enhanced freights, can you favour me with any suggestion as to the probable explanation?—I have, &c.,

W. PORTEOUS,
Acting Collector, Salt Revenue.

Bombay Chamber of Commerce, 26*th February* 1889.

The Collector of Salt Revenue, Bombay.

Sir,—I have submitted to the Committee of the Chamber of Commerce your letter, No. 693 of the 13th instant.

In reply, I am directed to inform you, that from enquiries the Committee have made, they learn that the falling off in the exports of salt from Bombay to Calcutta is owing, in a great measure, to the great delay in weighing out the salt in Calcutta and restrictions on the part of the Custom House as to the hours at which salt can be worked out, thus making it unprofitable for a steamer to carry salt hence to Calcutta unless at a rate of freight which shippers say they cannot pay.

An additional reason for the falling off in the exports of this article, is that the number of sailing vessels changing ports has been much smaller this year than last. The above objection respecting delay in discharge does not hold good as regards sailing vessels, but recently the opportunities of sending by sail have been greatly reduced, very few ships having left this port for Calcutta.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX HHH.

SUITS IN COURTS OF SMALL CAUSES UNDER SECTION 7 OF THE ARMY ACT, 1888.

No. 31874.

HEAD OFFICE, BYCULLA,
BOMBAY, *26th November* 1889.

JOHN MARSHALL, ESQ., SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—Our solicitors have drawn our attention to Section 7 of the Army Act, 1888, which specifically provides, that where a suit, in a Court of Small Causes, is brought against an Officer in the Army for debt, &c., the Court has no jurisdiction unless the Officer is residing within its local limits.

This will entail great trouble and expense to the retail trade Agents and others, and render it almost impossible to recover claims against Officers who are stationed in out of the way places.

We find on reference to our books that on an average a period of fully two years is allowed by us for payment of debts before action is taken in the Court; nor do we think that other traders err on the side of undue haste. It is not to the interest of traders generally to recover debts from Officers through the Court and this plan is only adopted when every other resource has failed.

We address you on the subject as we think this is a matter for the consideration of the Chamber, and we trust that the Committee will see their way to make a representation to Government with a view to the repeal or modification of the Act in question.—Yours, &c.,

TREACHER & Co., LIMITED,
W. TUCKER,
General Manager.

BOMBAY CHAMBER OF COMMERCE, *28th November* 1889.

MESSRS. TREACHER & Co., LIMITED.

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of the 26th instant, and in reply to say that the question you refer to is having the attention of the Committee of the Chamber.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *16th December* 1889.

MESSRS. TREACHER & Co., LIMITED.

DEAR SIRS,—With reference to your communication of the 26th ultimo, respecting the law as laid down in Section 7 of the Army Act, 1888, for suits in Courts of Small Causes against Officers in the Army, I am now directed by the Committee to wait upon you with a legal opinion which the Chamber has obtained on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, *29th November* 1889.

"I think it is at least well arguable whether the Army Act of 1888, Section 7, does take away the jurisdiction of the Small Cause Court, (Presidency Town) ; see the case of Wallis *vs.* Taylor, I. L. R. 13, Calcutta, p. 37, which was a decision on section 151 of the Army Act, 1881, and in which it was held there was nothing in that section either in express words or by reasonable inference to show that it was intended to take away from the Presidency Small Cause Court Acts the jurisdiction conferred upon them by the Small Cause Court Act. Whether that 'reasonable inference' can be drawn from section 151 as amended by Army Act 1888, section 7, is a question I think, you said, which is now awaiting decision.

"If, however, it is found that the effect of that section is to prevent suits in the circumstances under discussion from being filed in the Presidency Small Cause Courts, then it follows that such suits can be filed in the High Court under Clause 12 of the Letters Patent. Nothing in the Presidency Small Cause Courts Act has taken away the jurisdiction of the High Court, Section 22 merely providing that if any suit *cognizable* by a Small Cause Court is instituted in the High Court the Plaintiff shall get no costs, and if he loses the case shall pay the defendant's costs, as between attorney and client. Nothing in the Army Act, either, affects the High Court's jurisdiction. Both the High Court here and the Small Cause Court at the station where the defendant resides would have jurisdiction concurrently. I am not forgetting section 15 of the Civil Procedure Code which provides that every suit shall be instituted in the Court of lowest jurisdiction competent to try it ; but as the suit would be instituted in the High Court on the ground of the cause of action having arisen here, and the High Court is the only Court having jurisdiction where the cause of action arises, I don't see that that section affects the question."

APPENDIX III.

CHAMBER'S LIBRARY.

ADMINISTRATION REPORTS.

Abkari Department—1882-83.
Ajmere and Mhaiwara Districts—1873-74, 1874-75, 1876-77, 1877-78.
Bombay Customs—1861-62, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88, 1888-89.
Bombay Presidency—1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1877-78, 1878-79, 1879-80, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.
Bombay Port Trust—1876, 1877, 1879, 1880, 1882, 1883, 1884, 1885, 1886, 1887, 1888-89.
Bombay Municipality—1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883-84, 1884 85, 1885-86, 1886-87, 1887-88.
Bombay (Harbour and Pilotage Board)—1873.
Bengal Presidency—1864-65, 1871-72, 1873-74, 1874-75, 1875-76, 1876-77, 1878 79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88, 1888-89.
Do. Lower Provinces—1882-83 to 1886-87.
Baroda State—1878-79, 1879-80, 1880-81, 1881-82, 1882-83.
British India—1856-57, 1857-58, 1858-59, 1859-60.
Bangalore—1881-82.
Burmah—1874-75.
Central Provinces—1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88, 1888-89.
Central India—1875-76, 1876-77, 1877-78, 881-82.
Cotton Department—1867-68, 1868-69, 1869-70, 1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83.
Jaintia Hills—1878-79.
Karachi Harbour Board—1881-82, 1885-86.
Do. Port Trust—1886-87, 1887-88.
Madras Presidency—1861-62, 1862-63, 1863-64, 1864-65, 1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.
Do. do. (Manual of Administration)—1885, Vols. 1 and 2, 1886.
Mysore—1877-78, 1878-79, 1879-80, 1880-81.
North-West Provinces and Oudh—1864-65, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.
Naga Hills—1878-79, 1882-87.
Persian Gulf and Muscat—1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88, 1888-89.

Punjaub—1849-50, 1850-51, 1854-55, 1855-56, 1867-68, 1870-71, 1871-72, 1873-74, 1874-75, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.

Public Works Department—1867-68, 1868-69, 1869-70, 1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1883-84, 1884-85, 1885-86, 1887-88 (Civil and Military Works)—1888 89.

Railway in India—1859, 1860-61, 1863-64, 1864-65, 1865-66, 1868-69, 1870-71, 1873-74, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84.

Do. do.—1884-85, Parts 1 and 2.—1888-89, Parts 1 and 2.

Do. do.—1885-86, Parts 1 and 2.

Do. do.—1886-87, Parts 1 and 2.

Do. do.—1887-88, Parts 1 and 2; 1888-89, Parts 1 and 2.

Rajpootana States—1875-76, 1876-77, 1877-78, 1879 80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.

Salt Department—1866-67, 1884-85.

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Adelaide Chamber of Commerce—1885, 1886, 1889.

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Bristol Chamber of Commerce—1871, 1873, 1879-80, 1883-84, 1885, 1886.

Bengal Chamber of Commerce—1870, 1871, 1879-80, 1881, 1882, 1883, 1884, 1885, 1886, 1887-88, 1888-89.

Bengal National Chamber of Commerce, 1887, 1888.

Canterbury Chamber of Commerce—1881.

Cochin China Chamber of Commerce—1886.

Cape Town Chamber of Commerce—1883, 1884, 1886, 1887.

Ceylon Chamber of Commerce—1878, 1879, 1880, 1881, 1882, 1883, 1884.

Dunedin Chamber of Commerce—1883, 1884, 1885, 1886, 1887, 1888.

Durban Chamber of Commerce—1885, 1886, 1887.

Dunkerque Chamber of Commerce—1885.

Gibraltar Chamber of Commerce—1887.

Glasgow Chamber of Commerce—1883, 1884, 1885, 1886, 1887, 1888.

Halifax Chamber of Commerce—1884.
Hongkong Chamber of Commerce—1879, 1881, 1882, 1884, 1886, 1887.
Hobart Chamber of Commerce—1887, 1888-89.
Karachi Chamber of Commerce—1865-66, 1866-67, 1867-68, 1868-69, 1869-70, 1870-71, 1872-73, 1873-74, 1878-79, 1879-80, 1880-81, 1881-82, 1883-84, 1884-85, 1885-86, 1886-87. Tonnage Scale.
Liverpool Chamber of Commerce—1884, 1885, 1886, 1887.
Madras Chamber of Commerce—1855, 1856, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, and 1888.
Manchester Chamber of Commerce—1879, 1882, 1883, 1884, 1885, 1886, 1887.
Melbourne Chamber of Commerce—1880, 1881, 1882, 1884, 1885, 1886, 1887, 1888, 1888-89.
Natal Chamber of Commerce—1882, 1888.
Newcastle Chamber of Commerce—1886, 1887.
Paris Chamber of Commerce—1884.
Port Elizabeth Chamber of Commerce—1880, 1882, 1886, 1887.
Rotterdam Chamber of Commerce—1884, 1885, 1886, 1887, 1888.
Rouen Chamber of Commerce—1884, 1885, 1886.
Singapore Chamber of Commerce—1884-85, 1886, 1887, 1888.
South Australia Chamber of Commerce—1859, 1865, 1867, 1868, 1870, 1884.
Shanghai Chamber of Commerce—1869, 1879, 1883, 1884, 1885, 1886, 1887, 1888.
Salt Chamber of Commerce—1885, 1886.
Saigon Chamber of Commerce—1884.
Southampton Chamber of Commerce—1886, 1886-87.
Transvaal Chamber of Commerce—1880.
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Yokohama Chamber of Commerce—1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888.
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Bombay Millowners' Association—1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884-85, 1886, 1887, 1888-89.
Bombay Underwriters' Association—1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885-86, 1886-87.
Report of the Bombay Native Piece Goods Merchants Association for the years 1882-87.
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Government of India .....1834-51, 1852-58, 1859-61, 1862-65, 1869-67, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889.
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„ 3	—1875	„ 2	—1885
„ 2 and 3	—1876	„ 1 and 3	—1886
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Correspondence between the Government of India and the Secretary of States relating to the Concession of Mining Rights in the Deccan (1888).

Circular Despatch addressed by Prince Gortchakow to Russian Representatives abroad.

Correspondence respecting Hostilities between France and China and the Rights of Neutrals (1885).

Telegram from Sir Peter Lumsden relative to the Fight between the Russians and Afghans at Ak Tepé (1885).

Statement showing the principal Figures in the East India Accounts for 1881-82, and estimates for 1882 83 and 1883-84, with explanations. Ditto for 1881-82 and 1882-83 with estimates for 1883-84 and 1884-85; ditto for 1882-83 and 1883-84 with estimates for 1884-85 and 1885-86; ditto for 1883-84 and 1884-85, with estimates for 1885-86 and 1886-87; ditto for 1885-86 with estimates for 1886-87 and 1887-88

Estimate of Revenue and Expenditure of the Government of India for 1883-84, 1884-85, 1885-86, 1886-87, 1887-88, 1888-89.

Return of the total net Expenditure upon all sorts of Public Works in India from 1875-76 to 1884-85.

Copy of correspondence respecting Agricultural Banks in India (1887).

Copy of despatch to the Government of India on the subject of the reorganization of the Indian Telegraph Department (1888).

Agreements between the British and Persian Governments relative to telegraphic communication between Europe and India (1888).

A Bill to amend the law as to the marriage with a deceased wife's sister in British India (1888).

Report of the Public Service Commission, (1886-87).

Copy of papers relative to stipulations in Articles of Agreement entered into with seamen on Board British Merchant ships in regard to the rate of exchange at which they are to be paid off in India and elsewhere 1888.

Copy of memorandum of Sirdar Diler Jung, Secretary to His Majesty the Nizam's Government, (Home Department) on the budget estimate of the railway, for Fasli 1297 (1888).

Copy of the despatch from the Secretary of State for India in Council to the Indian Government with respect to the Contagious Diseases Acts and the Cantonments Acts, and Regulations of that country (1888).

Copy of the minutes of dissent by certain members of the Council of India from the despatch addressed by the Secretary of State to the Government of India regarding the Contagious Diseases Act (1888).

Copies of recent correspondence between the India Office and the Government of India on the subject of the Contagious Diseases and Cantonment Acts and Regulations (1888).

Copy of the Despatch from the Secretary of State for India conveying to the Governor-General of India the Resolution of the House of Commons, of the 5th June 1888, with respect to the Contagious Diseases Acts and Regulations in India (1888).

Copy of, or extracts from, correspondence on the subject of the Increase of the Army in India (1887).

East India Accounts and Estimates 1888-89 : Explanatory memorandum by the Under-Secretary of State for India.

Return of Imports and Exports (East India and China) (1888).

Copy of a minute by H. E. the Governor General of India regarding Mr. William Tayler of Patna (1888).

Further correspondence regarding Mr. William Tayler of Patna (1888).

Copy of a circular memo. by the Quarter-Master General in India regarding the Contagious Diseases Act (1888).

Financial Statement (1888-89).

A Bill instituted : An Act to constitute and also to extend the Jurisdiction of High Courts of Judicature in India (1888).

A Bill instituted : An Act to amend the Indian Councils Act, 1861 (1888).

Copy of Letter from the Registrar of the Nizamut Adwlut to the Secretary of the Government of Bengal, dated 29th June 1859, containing the Judgment of the Court in the cases of certain prisoners sentenced to imprisonment by Mr. Tayler, in connection with the Riots at Patna on the 3rd July 1888.

Copy of the report of the Bombay Factory Commission, dated 6th January 1885, and of the Resolution of the Government thereon (1888).

Return to an address of the House of Lords, dated 17th July 1888, for correspondence regarding the adoption by the States of Rajputana of reforms in connection with Marriage and Funeral Customs (1888).

First and second reports from the Select Committee appointed to enquire into the formation and promotion of the Hyderabad Deccan Mining Company Limited (1888).

Further correspondence respecting the affairs of Central Asia (1888).

Copy of Resolution of the Government of India on State-aided Education.

Return of Licenses for the sale of Opium issued on Upper Burma since the annexation of that country ; showing the number of such licenses issued ; the times at which, the districts for which, and the periods for which they have been issued ; the prices paid for them respectively ; the conditions or regulations subject to which they have been issued, and the estimated number of Chinese, of Shans, and other non-Burman Buddhists, and of non-Burmans who are not Buddhists, in each of the several districts aforesaid (1888).

Copies of correspondence between the Secretary of State for India and the Government of India and the Chief Commissioner Burma, relating to the issuing of Licenses for the sale of intoxicating Liquors and of Opium in Upper Burma (1888).

Draft of a Supplemental Charter for the Chartered Mercantile Bank of India, London and China (1888).

Papers relating to the expedition against certain tribes inhabiting the Black Mountain (1888).

Copy of Correspondence with the India Office on the Plate Duties (1888).

Copies of, or Extracts from, Correspondence relating to the relative position of Civil Engineers and of officers of the Royal Engineers in the Public Works Department (1888).

Return of Loans, &c., raised in India for half-year ending 31st March 1884, 31st March 1885, 30th September 1885, 31st March 1886, 30th September 1886, 31st March 1888.

Statement showing the net Revenue and Expenditure of India from 1873-74 to 1882-83, and as estimated for 1883-84, and 1884-85; ditto from 1874-75 to 1883-84, and as estimated for 1884-85 and 1885-86.

Return of the Members of the Council of India, showing their names, ages, professions, the period of their residence, and the nature of their services in India, the date of their appointment to the Council, and the nature of the tenure of office (1884).

Copies of, or Extracts from, Correspondence to the 31st day of March 1884, concerning the arrears of non-effective Army Charges (1884).

Madras University—Copies of Extracts of Papers and Correspondence connected with the Scholarship founded in May 1872 (1884).

Further Correspondence respecting alleged participation of British Officials in Mysore Gold Mining Transactions, and respecting Alienation of State Domains in Mysore (1884).

Return of all Loans raised in England chargeable on the Revenues of India, during the half-year ending 31st March 1885.
Do. do. 30th September 1886.
Do. do. 31st March 1886, 30th September 1886, 31st March 1888.

Home Accounts of the Government of India—1883-84, 1884-85, 1885-86, 1886-87, 1887-88.

Income Tax Act (1886).

Report on East India Public Works.

Return for each year since 1870 of the Value computed or declared of the Manufacture, Produce, and Bullion exported and imported from and into the United Kingdom, India, China and Hongkong (1884).

Statistical Tables relative to Foreign Countries (1870).

Final Report of the Royal Commission on the Depression of Trade and Industry (1886).

Memorandum by the Under-Secretary of State for India, relating to the Accounts of the Government of India for 1885-86, and the estimates for 1886-87 and 1887-88.

Reports and Papers on impurities in Indian Wheats (1889).

East India Financial Statement for 1889-90.

Reports by Mr. J. H. Garstin, C.S.I., on condition of Ganjam, Madras.

Copy of Reports on the working of the Indian Factory Act made to the Government of India in reply to inquiries recently directed by the Secretary of State for India.

Despatch of the Government of India to the Secretary of State relative to the working of the Indian Factories' Act of 1881.

Copy of the appendix to the revised prospectus of the Indian Civil Engineering College, Cooper's Hill, for the year 1871.

Return showing the number of Pensioners, retired members of the Uncovenanted service of India, whose pensions were paid in England prior to the year 1864, the names of Pensioners so paid, and the presidencies to which they belonged.

Memorandum on some of the results of Indian Administration during the past 30 years of British Rule in India (1889).

Statement of the Trade of British India with British Possessions and Foreign Countries for the 5 years 1883-84 to 1887-88, 1882-83, 1886-87.

Return showing the amount of Trade between India and each of the Colonies on the one hand and the following countries : Equator, Greece, Italy, Marteneque, Paraguay, Portugal, Roumania, Salvador, Sevia and Uruguay, during the year 1886.

Ceylon: Report on the Blue Book for 1887.

Copy of Despatch of the Government of India to the Secretary of State for India regarding Indian Emigration.

Return of all Loans raised in India for half-year ending 30th September 1888, 31st March 1889.

Annual Administration Report on Horse-breeding operations in the Bengal and Bombay Presidencies for 1884-85 and 1885-86.

Memorandum by the Under-Secretary of State for India relating to the accounts of the Government of India for 1887-88 and the estimate for 1888-89 and 1889 90.

Return of any Despatch or other papers sent out from the India Office to the Viceroy of India, with regard to the Resolution moved by the Hon. Member for Flintshire, and carried by the House on 30th April 1889.

Correspondence relating to the case of Mr. Crawford, C. M. G., of the Bombay Civil Service (1889).

Return showing the precise purposes to which provision for Famine Insurance has been applied in each year since the introduction of the scheme (1879).

A Bill to amend the Law as to the Council of India, 1889.

Report on Sanitary measures in India in 1887-8 together with miscellaneous information to June 1889.

Return of Contract between the Secretary of State for India and the Bombay Burmah Trading Corporation referring to the teak forests of Upper Burma, and correspondence relating thereto.

Despatches and Papers in 1889 relating to the testing of Arms in the hands of the Troops in India.

Report of the proceedings of the Conference on Indian Wheat Impurities, held at the India Office on 8th May 1889.

Correspondence between the India Office, the Government of India, and the Treasury on the Plate Duties since November 1888.

Copies of Government of India Despatch, dated 22nd June 1889, and of Memorial of the Indian Association of Calcutta, dated 12th April 1888, regarding Assam Coolies.

Index to the Reports from the Select Committee on East India (Hyderbad Deccan Mining Co.)

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Hunter's Gazetteer of India, Vols. 1 to 9.
Cyclopædia of India, Vols. 1, 2, 3, 4, and 5.
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Lloyd's Register of Shipping (1839).
Liverpool Register of Shipping.
Merchants' and Bankers' Companion.

Campbell's Gazetteer of Bombay :

Vol. III. Kaira and Panch Mahals.
" IV. Ahmedabad.
" V. Cutch, Palanpur, Mahi Kantha, Cambay and Surat States.
" VI. Rewa Kantha.
" VII. Baroda.
" VIII. Kathiawar.
" X. Ratnagheri and Savantwadi.
" XI. Kolaba and Janjira.
" XII. Khandeish.
" XIII. Part I. Thana.
" XIII. " II. do.
" XIV. Thana, Places of interest.
" XV. Part I. Kanara.
" XV. " II. do.
" XVI. Nasik.
" XVII. Ahmedabad.
" XVIII. Part I. Poona.
" XVIII. " II. "
" XVIII. " III. "
" XIX. Satara.
" XX. Sholapur.
" XXI. Belgaum.
" XXII. Dharwar.
" XXIII. Bijapur.
" XXIV. Kolhapur.
" XXV. Botany.

NEWSPAPERS, &c.

ENGLISH.

The Times.
The Manchester Guardian.
The Liverpool Daily Post.
The Glasgow Weekly Herald.
The Economist.
The Railway Times.
The Miller
Shipping Gazette and Lloyd's List.
London Chamber of Commerce Journal.
Jeweller and Metal Worker.
Cook's Excursionist.

AMERICA.

The North Western Miller.
The Commercial and Financial Review.
San Francisco News Letter.
American Mail and Export Journal
Bradstreet's Journal

CHINA.

The Overland China Mail.
The North China Herald.

INDIA.

The Bombay Gazette.
The Times of India.
The Advocate of India.
The Statesman.
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The Englishman.
The Pioneer.
Indian Financial Review.
The Merchant.
Central Provinces Gazette.
Hyderabad Residency Orders.
Bombay Government Gazette.
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Capital, or the Speculator's Guide and investors' *Vade Mecum*.

PRICES CURRENT.

ELLISON & Co's MONTHLY COTTON REPORT, LIVERPOOL.

Bombay.
Calcutta.
Kurrachee.
Tuticorin.
Madras.
Pondicherry.
Coconada.
Colombo.
Yokohama.
Batavia.
Penang.
Hongkong.
Shanghai.
Singapore.
Saigon.
Java (Shipping List.)

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner 1836-37
M. T. Brownrigg 1837-38
H. G. Gordon... 1838-39
J. Skinner 1839-40
T. R. Richmond 1840-41
C. B. Skinner... ... ...1841 42
S. D. Murray 1842-43
J. Wright ... ... } 1843-44
E. Lyon ... ... }
T. Cardwell 1844-45
J. Smith... 1845-46
W. Graham 1846-47
John Parsons 1847-48
A. G. Latham 1848-49
Robert Strong... 1849-50
W. S. Grey 1850-51
John Parsons 1851-52
A. H. Campbell 1852-53
H. B. Gilmour 1853-54
James Graham 1854-55
W. F. Hunter... 1855-56
A. T. Binny ... ... } 1856-57
H. B. Gilmour ... }
John Fleming... 1857-58
Robert Ryrie 1858-59
H. D. Cartwright ... } 1859-60
Henry Scott ... ... }
Andrew Grant ... }
George Hamilton ... } 1860-61
George Lord ... ... }
James N. Fleming... } 1861-62
Michael H. Scott ... }
Robert Hannay ... } 1862-63
Alexander Brown ... }
Andrew Grant ... 1863-64
A. C. Gumpert ... } 1864-65
Alexander Stewart... }
A. J. Hunter 1865-66
W. Christian ... ... }
A. J. Hunter ... ... } 1866-67
Alexander Brown ... }
J. Foggo 1867-68
Hamilton Maxwell ...1868-69
H. E. Astley ... } 1869-70
D. Graham ... ... }
A. D. Grant... 1870-71
W. G. Hall 1871-72
J. K. Bythell 1872-73
H. E. Bright ... ... } 1873-74
E. Lord ... ... }
D. Watson 1874-75
J. A. Forbes 1875-76
G. F. Henry ... ... } 1876-77
Donald Graham ... }
Walter Lang 1877-78
M. Mowat 1878-79
C. Macdonald 1879-80
J. N. Graham 1880-81
E. Comber ... ... } 1881-82
W. M. Macaulay ... }
James Thorburn... ...1882-83
The Hon'ble Sir F. Forbes Adam, Kt., C.I.E, 1883-84, 1884-85, 1886, 1887, 1888, 1889.

A. F. Beaufort, 1890.

Secretaries.

R. X. Murphy 1836-38
J. E. Brenan 1838
R. X. Murphy... 1838-41
T. J. A. Scott... 1841-46
John Connon 1846-57
John Mawson... 1857-59
J. A. Crowe (Acting) ...1858-59
H. Brooke 1859-64
James Taylor 1864-73
John Gordon ... 1873 84
David Watson (Acting) 1881-82

JOHN MARSHALL, appointed 1885.

GENERAL MEETINGS.

PROCEEDINGS of a General Meeting of the Members of the Bombay Chamber of Commerce, held in the rooms of the Chamber on Wednesday, 26th June, 1889, at 4 p.m., to transact the following business :—

I.—To elect new members.

II.—To confirm, if approved, the list of rates of commission published under the authority of the Chamber, which have recently been revised by the Committee.

III.—To confirm the addition to the tonnage scale of "cut copra," "old iron" and "iron rails," in accordance with the ascertained measurement ; and to transact any other business that may be brought forward.

Present.

The Hon'ble F. FORBES ADAM, C.I.E., *Chairman in the Chair.*

Mr. W. M. Macdonald,
„ Mr. J. M. Ryrie,
„ W. A. Bankier,
„ C. H. B. Forbes,
„ P. B. Savile,
„ H. Rowbotham,
„ L. R. W. Forrest,
„ A. F. Beaufort,
„ M. C. Turner,
„ G. C. Scaramanga,
Mr. A. Marsden,
„ A. M. Gubbay,
„ R. Wehrli,
„ J. Greenwood,
„ John Stiven,
Major W. S. S. Bisset, R.E., C.I.E.
„ H. W. Uloth,
„ Vizbucandas Atmaram,
„ F. M. Flower,
„ E. Miller, and
Mr. John Marshall, Secretary.

ELECTION OF MEMBERS.

The Chairman explained that the first business was the election of new members.

On the motion of Messrs. W. and A. Graham and Co., seconded by Messrs. Lyon and Co., Messrs. Herford and Tomkinson, Messrs. Thomas T. Hill and Co., Messrs. Tod Durant and Co., Messrs. John Fleming and Co. were elected Members of the Chamber.

ADDITIONS TO THE TONNAGE SCALE.

The Chairman pointed out that the next business was to confirm the following additions to the new tonnage scale in accordance with ascertained measurement :—Cut copra—11 cwts. to the ton for steamers, old iron and iron rails, 20 cwts. to the ton.

On the motion of the Chairman, seconded by Mr. Scaramanga, this was unanimously agreed to.

RATES OF COMMISSION.

The Chairman said that the scale of the commissions had not been revised for a great many years and the rates were quite out of keeping with the ordinary run of charges. The Committee were aware that in almost all business transactions rates were now specially arranged for, which was as it should be. Still occasionally terms between those having business relations were not previously settled and reference was sometimes made to the Chamber's scale. The Committee had therefore thought it well to bring the scale as closely into harmony as possible with the rates that they understood prevailed generally in business circles.

The Chairman moved, and Mr. Gubbay seconded, a resolution confirming a table of general rates of commission chargeable in Bombay, as revised by the Committee, which was unanimously approved of.

ADDRESS BY THE CHAIRMAN.

The Chairman, the Hon'ble F. Forbes Adam, C.I.E., addressing the meeting said :—

Gentlemen,—Perhaps it may be well if I take this opportunity of referring, for the information of the members of the Chamber, to a few of the subjects of chief interest that have recently occupied the attention of the Committee.

THE MERCHANDISE MARKS ACT.

As you are aware, the Merchandise Marks Act came into force on 1st April. Shortly afterwards we were consulted by Government as to the variations that might be allowed under the compulsory length stamping clauses, and in submitting a report it was pointed out that it would be very difficult in practice to stamp certain sorts of piece-goods. For instance, a stamp on many kinds of prints and on nets

would not be distinguishable. We suggested that ticketing should, under the rules, be permitted. Having had no reply, and seeing that the compulsory clause came into force on 1st August, and that agents would have to instruct their home friends at least six weeks before that date how to proceed, we telegraphed pressing the urgency of an early determination. On the 20th we received a telegram to the effect that all piece-goods must be stamped, ticketing not being admissible under the Act. Importers will have to arrange accordingly, and although this must, at the start, occasion a good deal of upsetting and call for the exercise of some ingenuity, I have little doubt but that the permanent trouble will be trifling. As regards grey yarns we recommended that the length of a hank should be 840 yards, and a variation of 5 per cent. either way allowed. I understand that there is a strong feeling in some quarters that an average of 820 yards should be made legal. But 840 yards is the original and honest length, and it is just as easy to spin an average of 840 as of 820 yards ; and so the Committee, I think, justly decided to recommend that the original honest length, and not the fraudulent length that afterwards crept in, should be recognized by law. We have had a number of complaints made to us of the hardships and inconvenience inflicted on the importers by the Custom House authorities, who have sought to interpret the Act absolutely literally, and who have under no circumstances taken any discretion. There is a great deal to be said on their side. Not having expert knowledge, they would have had, in any case, to fall back for their own protection on the hard and fast interpretation of the Act ; and no room or scope for discretion having been provided there was nothing for it but to keep to the letter of the law ; legally they have maintained a strong position. But in some instances—not many have been produced before the Committee—a very slight latitude and some common sense would have prevented friction and annoyance and carried out the Act in spirit. Take for illustration a ticket with the name "John Smith and Co." on the top in half-inch letters, and "manufactured in Austria" underneath in quarter-inch letters. Under the Act the letters in both cases ought to be the same size. But no deception could be possibly perpetrated by letting the goods pass. It is perhaps a pity that the Act did not make provision for allowing Collectors of Customs to use discretion for a few months till people got to understand the Act and had time to comply with its provisions—discretion I mean to admit goods that, although not quite properly marked, were, nevertheless, not intended to impose on any one

and could not possibly under any circumstances, defraud any one. Taking the Act all in all, I think after the initial drawbacks have been overcome that it will be found to work well and beneficially in the interests of upright traders, and will only interfere inconveniently with those who have nefarious and unworthy practices in view. And there is this to be said—that the severe and uncompromising action of the Customs authorities may prove the means of rousing people quickly to comprehend the importance of complying with the Act's requirements, and will thus have a salutary influence.

WHEAT ADULTERATION.

Another question that has claimed our attention is the improvement of the quality of wheat shipments. You have probably all read the account of the conference at the India Office and studied the arguments put forward before Lord Cross by the London Corn Trade Association for leaving things as they are. We lost no time in criticising those arguments in a letter addressed to his Excellency Lord Reay, who has from the first taken a keen interest in this matter. We hope that the discussion will not be allowed to drop, but that by perseverance and persistency we may yet see without legislation the desired changes in the basis on which the trade is conducted introduced. I have heard it said that although the Liverpool Association state their willingness to sell on a 2 per cent. refraction basis, and aver that this is quite practicable that still they adhere for the most part of the old system, I can quite believe it. So long as there are several terms of sale in existence the better will have to give way to the worse, and not only will it be difficult to get an improved basis introduced, but also it will be difficult to get the full difference for casual lots of comparatively clean wheat. But put the whole trade on one improved basis, get all to accept and operate on it, and, not only will it be found easy to work on the reformed plan for the benefit of all concerned, but by an unchanging economic law the superior article will command its proper value. Again, my opinion is that the wheats that chiefly come to Bombay—that is the Central Provinces and the Presidency wheats, which form 80 per cent. of Bombay exports—are gathered with less than 2 per cent. admixture. But owing to the nature of the home contract, shippers having sold on a 4 per cent. basis, and being willing to buy wheat with 4 per cent. admixture, up-country middlemen gradually got into the habit of mixing, according to their fancy, with the consequence that it now entails

careful handling and a large staff of assistants to get a cargo of wheat purchased in small lots from many sellers brought into keeping with the contracted basis. But if there was one basis of 2 per cent. in sales at home, buyers here would always wish to purchase as near to that as possible, and this would slowly but surely affect middlemen and up-country sellers, till eventually wheat came to be offered regularly in the state in which it left the threshing floors, and then the necessity for a staff of experienced inspectors and the heavy cost of cleaning would disappear. In some quarters the recent falling off in shipment is attributed to the state in which wheat is shipped. Too much should not be made of this. There is, undeniably, something in it, but the same figures have been triumphantly employed to prove that the Indian export trade has not received a stimulus from the fall in the value of the rupee. It might just as aptly and appropriately be argued that the extension of railways has not promoted our export trade. The truth is we will always have years of good and years of bad export. I would divide our years into four descriptions. These might be multiplied, but four will do for my purpose. First, years when crops are bad in Europe and America, and bad in India—we will then have a poor export season ; second, years when crops are good in Europe and America and good in India—we will then have a fair export season ; third, years when crops are splendid in Europe and America and inferior in India—we will then have a feeble and disappointing export season. And, lastly, years when crops are below the average in Europe and America and bumper in India, and then we will have a magnificent export season. But there are many ways in which we can make favourable years more favourable and cause bad years to be as little hurtful as possible. By pressing forward the construction of means of communication by rail and roads, by striving for reasonable reductions in cost of transport from the interior to the coast, by endeavouring to get all expenses, such as port charges, lowered, so far as is compatible with all other relative considerations, and by removing evil and retarding influences such as are involved in this dirt question, we can do much to make the most of good and bad seasons. This is the policy your Committee propose consistently to pursue, and when exchange ceases its rakes progress—ever downwards—and beging to reform and mend its ways India's export trade will in the success of this policy least miss the so-called "bounty" of a low exchange, when that bounty is modified or taken wholly from it and the Finance Minister breathes again.

RAILWAYS.

I have referred to the development of means of communication. In this connection I may tell you that the Committee have continued to entertain the moderate policy that found favour with the Chamber last year. Looking to the uncertain future of the rupee and the state of the Imperial Exchequer, we have not pressed strongly the interests of Bombay. In July last we place before Government our views respecting the importance of the Godra-Rutlam Line—the last of the great main lines that we have prayed for for twenty years past—and we advocated its extension through Bandakui to Delhi—opening up 400 miles of new country and relieving the over-worked Rajputana-Malwa—in preference to altering the Rajputana-Malwa gauge from narrow to broad. And in our address of welcome to Lord Lansdowne we laid stress on the impetus that would be given to the opening of the country if a scheme could be devised under which the large companies could construct branches and feeders, and so tap the immense tracts of intermediate, and in many cases exceedingly fertile, lands that are now served. It is possible the Committee may again shortly approach Government on these subjects, going more fully into details than has yet been done. For although the time is one counselling moderation, it is well not to keep our claims and desires too long in the background, while those of so many other districts are being constantly pushed forward. I know many people hold that so great are the benefits derived from railways, that not even the fear and risk of large and rapid extension leading to fresh taxation should deter Government from constructing on a big scale. This view is, however, chiefly prevalent in Lancashire. In India, where the taxpayers reside, the opinion does not prevail so widely. But as to the value and need of prudent, reasonable construction, I believe all are of one consent, and of this we will not cease to claim our due share.

WEATHER REPORTS.

I think you will all agree with me that the new system of weather reports is satisfactory, and a distinct step in advance of what we have been accustomed to. On the first of July crop reports, similar to those issued by the Chamber, will be added, and if Mr. Hutchinson can manage to issue them a couple of hours sooner than now, it will be much appreciated. Of course, you will understand that we have not abandoned the position we took up when the Meteorological Re-

porter's Office was abolished. While admitting that there should be a central office to collect information from all parts of India, we have maintained, and do maintain, that Bombay is a sufficiently important place to demand, without arrogance, a full-time officer to gather observations from districts that influence local phenomena, and who is competent and qualified by scientific experience and attainment to deduce laws and venture on forecasts of storms, the prospects of monsoons, and the distribution of rainfall in the Presidency. But recognising and sympathising with the economic efforts of Government, we accept the present arrangement as a necessarily inadequate and temporary measure, and hope that when financial prospects improve, our representations may have a favourable hearing.

THE MINT.

Your Committee, some time ago, addressed Government about the inconvenience caused to bankers by the holidays observed by the Mint. Government instructed the Mint Master, General White, to deal with the question, and he has approached us with an evident desire to meet the Chamber, although manifestly anxious not to do away with the chance of long Christmas vacations for his successor and the incidental delights of Mahableshwar in late December. But while appreciating the disinterested efforts of the Mint Master, whose own term of office shortly expires, we think that an institution so important as the Mint should not be closed for more than four days consecutively in any season of the year, and this we hope may be finally settled.

THE SILVER DUTIES.

Among other things that we have noticed stand the silver duties. Like the "marriage with a deceased wife's sister's bill," the abolition of silver duties never appears to make much progress though annually brought before the home authorities. It is a curious thing, and worthy of remark, that while members of Parliament who visit India first take up one question and then another, that in their opinion affects the welfare of India, but does not touch the pocket of the British taxpayer, they studiously avoid any reference to India's grievance in the matter of these duties! It would be refreshing, and a sign of pure undiluted interest in India to hear of some of them bringing to the front this, the Home Charges, and the great, but hitherto too much-neglected, question of the distribution between India and England of

much heavy expenditure incurred for the advantage of both, but which India has to bear the whole of. Is it too sanguine to hope that we may before long have tidings of some such movement ?

BILLS OF HEALTH.

The subject of a new form of Bill of Health was referred by the Government of India to the Committee. In the old form, room was left for observations which often led to trouble—they being interpreted by local Health Officers in foreign ports according to their caprice and fancy. For instance, one steamer went from Bombay to Marseilles discharged there, then visited, and took in cargo at Castellon and afterwards proceeded to Valencia. The Health Officer at Valencia would not allow her to enter the port because on her Bill of Health it was stated that there had been some cases of sporadic cholera in Bombay before she sailed ! I trust the new form will remove any chance of a recurrence of similar vexation. While on this subject I may mention that we have asked the Government of Bombay to try to arrange that their weekly telegram to Egypt reports only cases of cholera that have been verified, as an impression prevailed that needless alarm was occasionally caused by the number of cases reported being in excess of what absolutely occurred. There are difficulties in the way of obtaining accurate information ; but doubtless they will be overcome as far as is practicable and minimise the chances of Egypt imposing quarantine needlessly. We know she is only too eager on any pretext to impose quarantine.

TREASURY BALANCES.

There remains only one important subject to which I need allude—that is our representation to the Government of India regarding the manipulation of treasury balances. It appeared from what fell from Sir D. Barbour during the Budget debate in the Viceroy's Council, that he was of opinion that it had been proposed that all the balances should be, by some plan to be worked out, liberated for public uses. But that was not what this Chamber had suggested. All we asked was that surplus—after setting aside what was regularly required—plus a margin for safety—should be offered to the public on the security of Government paper. That surplus Mr. Westland's figures show to run between 1½ and 2½ crores during the season—February-May—when it is usually required to facilitate trade. Government have not yet replied. I know the idea prevails that we will hear no

more of it; that Government intend to pursue the policy of "sitting tight," and let the matter quietly pass into oblivion. This is unlikely. It is a difficult problem calling for careful consideration, and it may be some time before a conclusion is arrived at; but I feel sure that it will have attention. There are those who regard the policy of "sitting tight," when treating the representations of non-official bodies as the top and summit of strength, firmness, and sagacity. Luckily this is not the view of men of board and sympathetic minds, to whom such a course rather savours of incapacity, indolence, or flabbiness. And it has certainly not been our experience hitherto. We have ever found the Government of India ready to receive and entertain our proposals, adopt them sometimes, and when on examination they were rejected, supply courteous and cogent reasons for so doing, reasons which if we did not—and we may be pardoned surely for the presumption—invariably reckon as quite convicting, yet we always recognised as bearing the traces of thought and deliberation.

Gentlemen, I have completed the account of our work. I may merely add that we wait with patience for some further signs of life on the part of the Hon'ble Mr. Scoble respecting the much-needed reform of the Bankruptcy Laws and also the Railway Bill. You must have noted with satisfaction the Bill reducing the number of the members of the Indian Council which was recently read a first time in the House of Commons. We put the recommendation forward in our address to Lord Lansdowne. It had, of course, other supporters and earlier advocates. Though the reform is insufficient and tardy, it is none the less welcome in the right direction. I have not said anything about the dispute between the Bhattias, European firms, and Marwarees, as I take it that no representation having been made to the Committee, the members of the Chamber have no desire that any radical change should be brought about in the relations existing between them and the native merchants. Before closing I would draw the attention of members to a learned and lucid judgment delivered on the 21st instant by Sir Charles Sargent on the Appellate Side of the High Court concerning the responsibilities of agents through whom goods are ordered by local indentors. It will be found interesting and valuable by many of you and also by your constituents. I have to thank you for a patient hearing. By going over the work of the past half of the year now, my time and yours are

saved six months hence, and it has the advantage of putting things before you while they are fresh in our recollection. (Loud applause.)

Mr. Gubbay moved a vote of thanks to the Chairman, which terminated the proceedings.

PROCEEDINGS of the GENERAL MEETING of the MEMBERS of the BOMBAY CHAMBER of COMMERCE, held on Wednesday, 2nd October 1889, at 4-30 p.m.

Present.

The Hon'ble F. FORBES ADAM, C.I.E., *Chairman, in the Chair.*

Mr. A. F. Beaufort,
„ W. M. Macdonald,
„ F. M. Flower,
„ M. C. Turner,
„ C. Douglas,
„ L. Aeppli,
„ G. Playfair,
„ J. Stiven,
„ H. Chalmers,
„ H. W. Uloth,
Mr. G. Cotton,
„ W. N. Fleming,
„ A. Abercrombie,
„ G. C. Scaramanga,
„ A. M. Gubbay,
„ W. R. Macdonell,
„ J. Greenwood,
„ D. Jackson,
„ G. A. Barnett, C.I.E,
and
Mr. John Marshall, Secretary.

The Secretary having read the notice convening the meeting, it was proposed by Mr. J. Stiven, of the Chartered Bank of India, Australia and China, and seconded by Mr. D. Jackson, of the Hongkong Bank, "that Messrs. Ernsthausen and Company be elected members of the Bombay Chamber of Commerce." On a ballot being taken, the firm was declared to be duly elected. The meeting then separated, there being no other business to transact.

Proceedings of the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Wednesday, 15th January 1890, at 4 p.m., to transact the following business :—

I. To receive the report of the out-going Committee.

II. To confirm the nomination of the members of the new Committee made in accordance with Sections 12 of Rule VII.

III. To amend Rule II of the Chamber regarding the election of members.

IV. To elect new members; and to transact any other business that may be brought forward.

Present.

The Hon'ble Sir F. FORBES ADAM, Kt., C.I.E., *Chairman, in the Chair.*

Mr. C. H. B. Forbes,
„ J. L. Symons,
„ A. M. Gubbay,
„ J. Douglas,
„ P. B. Savile,
„ L. R. W. Forrest,
„ A. F. Beaufort,
„ N. S. Glazebrook,
„ F. Bozzoni,
„ E. Schoen,
„ W. N. Fleming,
„ G. C. Scaramanga,
„ A. Marsden,
„ J. Shepherd,
„ J. C. Bergendahl,
„ H. C. Wright,
„ H. Chalmers,
„ J. Dickson,
„ Vizbucandas Atmaram,
„ J. H. Slight,
„ D. Jackson,
„ A. M. Tod,
Mr. W. Brown,
„ F. C. Macrae,
„ W. M. Macdonald,
„ M. C. Turner,
„ F. A. Reddie,
„ C. W. Kenworthy,
„ J. Janni,
„ W. Greaves,
„ F. Graham,
„ A. Abercrombie,
„ G. W. Roughton,
„ W. Thacker,
„ G. W. Mackay,
„ W. R. Macdonnel,
„ J. Greenwood,
„ H. W. Uloth,
„ B. Nicholson,
„ G. W. Playfair,
„ J. Stiven,
„ H. W, Patrick,
„ G. Maclaren,
and
Mr. John Marshall, Secretary.

The Chairman, the Hon'ble Sir Frank Forbes Adam, Kt., C.I.E., addressing the meeting said :—Gentlemen,—At our meeting in July last I passed in review the various questions that had chiefly occupied the attention of the Committee during the first half of the year. I need not therefore again refer to these, although they form part—an important part—of the report which I have now to submit for your adoption. In that report the subjects that have come before us since July are treated at length, and with a clearness and ability that reflects credit on our secretary. To a few of these I may incidentally allude, but in the main I propose to confine my

remarks to matters that are either still pending or only partly disposed of. The outgoing Committee present them to the incoming Committee as a first charge on their time and thought.

THE MERCHANDISE MARKS ACT.

The Merchandise Marks Act, the initial friction and difficulty overcome, has operated admirably, in the best interests of honest trade. The Customs authorities have administered it with tact, sound judgment, and discretion. But all matters appertaining to it are not yet settled. Chambers of Commerce will have before long to submit to Government amending suggestions. Many importers are anxious that the provision which orders that the name of the place as well as the name of the country of manufacture, should be cancelled. They think that the name of the country is sufficient for the purposes of the Act, and that it is unfair to insist that any further information should be supplied to competitors—always on the alert to avail of it. There may be something in this. But I am inclined to the belief that as a rule competitors will find out fast enough for themselves—if it is in their interests to do so—where a thing is produced, and that it is useless to attempt to hide it. Next there is the question of length of yarns. The hank of grey yarn must average 840 yards. But dyers aver that there is a great shrinkage in process of dyeing and the Glasgow T. Red and other dyers put it at 4 per cent. At the same time they pronounce that the wording of the rules issued by the Government of India under the Act permits of a 5 per cent. shrinkage. It is known to experts that the same colours shrink more than others, but I have failed to learn from any practical man that the shrinkage exceeds under any conditions more than 2 per cent. It is the opinion of many that it is practicable to buy grey yarn that, when dyed, will measure 840 yards on the average, just as it is practicable to buy grey cloth that when bleached will measure 18 yards—that no real difficulty bars the way. This is evidently not the opinion of the Scotch dyers. But the Scotch dyers in meeting assembled seem to me to frame the resolutions they pass more in conformity with what is convenient and comfortable than with what is practicable and proper. All this will have to be considered and thrashed out. It must be kept in sight that if 5 per cent. shrinkage is allowed while 2 per cent. is ample, a dyer may buy his grey yarn 820 yards, dye it, and bring it under the 5 per cent. on 840 margin, and so cheat legally in that way.

A third point in connection with the working of the Act is the absence of the name of any one whose duty it is officially to prosecute. It is, of course, the duty of every one who discovers the perpetration of fraud to bring it home to the culprit in his own interests as well as in the interests of the commercial body. But this entails trouble and expense, and occupies time. It is often an invidious task, or is so regarded. Whereas if Government appointed an officer whose business it was when evidence was produced that satisfied him, the case was a flagrant one to prosecute and bring the offender to punishment, the operation of the Act would be found more efficacious. We have suggested that the Government Solicitor might very properly be appointed to undertake the work. Nothing has been decided. It remains with you to see that what is required is done. Mr. Little may possibly not entertain the suggestion with approval!

Before leaving the subject I would like to say a word about what seemed to be a feeling of soreness and disappointment aroused in Calcutta, because we did not join with them in asking Government to suspend the working of the compulsory stamping part of the Act. I greatly regretted this at the time. No one is more keenly alive than I am to the high importance of Chambers in India supporting each other and steadily co-operating, and so strengthening the power of one of the chief sources of independent criticism in India. Our interests are almost invariably identical. I would go so far as to say a Chamber should, if it sees nothing to disapprove of, actively help another Chamber although its own direct interests may not be involved. But in the case in point we were invited to go up to Government to ask that the operation of the Act be suspended because of the inconvenience caused to our members. Not having put a single representation made to them, and enquiry having failed to elicit any complaints, the Commitee could not truthfully do this. It may have been the accident of circumstances but it was unmistakably the case. I refer to this at length simply because I am actively alive to the vital importance of Chambers working together so far as possible on all occasions.

THE BANKRUPTCY BILL.

I come now to another subject—the reform of the Bankruptcy law. We have waited long and patiently for Government to proceed with legislation. A hope is in the air that the Honourable Mr. Scoble's recent visit to Bombay may bear fruit.

The first important point is that a creditor should be able to adjudicate a debtor insolvent so soon as he refuses payment when due of a just and acknowledged debt, and that no time should be allowed to the debtor to cook his books, make away with, transfer or conceal his assets, and otherwise prepare himself elaborately for failure. How often is it the case that a debtor, after delaying payment on all manner of pretexts and excuses at length offers four annas in the rupee with the intimation, gently and compassionately conveyed, that if not accepted he will take the benefit of the Act and his creditor will get little or nothing. And how often has experience shown that he spoke truly and that the indignant creditor who refused to be cajoled, found himself afterwards in a very bad plight, and never again had the courage to refuse a good offer!

The second important point is that the Court should have power, and be ordered to go thoroughly into the conduct of an insolvent, and be guided by the result of its investigations as to how it will deal with a final discharge.

The third important point—I am speaking of general principles and not of details—is more a question of diplomatic arrangement than of legislative action. Negotiations should be completed with Native States that will make a decree of the High Court operative, and insure that a debtor can be brought back and be forced to yield up his hidden possessions for division equally among creditors within and without the Native States he has sought refuge in. (Hear, hear, and applause.) At present a debtor flies to a Native State, and if its authorities are pressed to compel him to render up his property after much time and difficulty, the utmost that can be accomplished is that after all claims of the inhabitants of the State are settled in full, the balance will be handed over. It is needless to say that the claims of the creditors in the State spring up with marvellous celerity, and quickly absorb all the acknowledged assets. It is for the Foreign Office to take this up and come to a satisfactory understanding. (Hear, hear.) The demands are fair and reasonable and cannot be justly set aside. If persistently and firmly urged they must be listened to. The Foreign Office is not worth its salt if it fears to face the question.

RAILWAY RECEIPTS.

Then there is the question of making railway receipts documents of title. We have lately got no "forrader," and it has been hinted that it is not possible for them to be put on the same footing as Bills of Lad-

ing. You will have to show that this is nonsense and persevere till you obtain what is so important in the interests of the majority of those engaged in the export trade on this side of India. The need is not so great on the other side, so that you will probably have to fight the battle unsupported.

COMPULSORY PILOTAGE.

Gentlemen, you are aware that this is an easy port for vessels to enter and leave. Even in thick and tempestous south-west monsoon weather, competent captains tell you that they find no trouble in entering and leaving the port. The approaches are so well lighted that the dangers and difficulties of old days have disappeared. This being so, the question arises, is it necessary to saddle the trade of the port with the cost of a large pilot establishment? I am aware that those interested in Marine Insurance do not entertain the idea of change without apprehension. But if put to practical test I fancy rates of insurance would not be found to augment were compulsory pilotage done away with to-morrow. This is another matter that will call for your attention. Of course any change would be brought about gradually, and with a due regard for vested interests. We can have no wish that those who have long acted as pilots or those who have prepared and qualified themselves to act should have their prospects injured and their careers suddenly cut short. This is not called for. It is quite possible to introduce a change in the existing system in a manner that would protect present incumbents. But it looks as if the time for taking the first steps had arrived.

TRADE MUSEUMS.

The Chamber has been consulted as to whether or not it would be advantageous to establish a Trade Museum in Bombay on the plan of those that have been recently opened in Germany. There can be no manner of doubt that a Trade Museum in a suitable building, in a proper central site, well-equipped, and with an efficient staff that would keep in touch with all parts of the world that consume what India produces or produce what India consumes, would be a valuable addition to our commercial facilities. But the cost and expenses would have to be defrayed by Government. Such an institution would be taken advantage of if established and maintained by Government. But I fear there is little chance of the mercantile public contributing to its support. The feeling is that private enterprise stimulated by

self-interest is enough to make sure that no opportunity of pushing and developing trade in articles of import or export are thrown away or neglected. The prevailing sentiment is that while prepared to use an institution of the sort if provided free, it is not of sufficient value to be worth paying for !

POSTAL AND TELEGRAPH CHARGES.

There is another matter that must not be lost sight of. An effort is being made, with which the name of Mr. Henniker Heaton is chiefly associated, to bring about a reduction in postal rates. Mr. Heaton is anxious that the Chamber should memorialize Government. No harm can result although it is not a matter of first importance. That many anomalies and unfairnesses have long existed has been patent to all, and on the general principle that reductions tend to the benefit of those affected, and to the promotion of commerce, reform would undeniably be a good thing. But I do not believe that, as a matter of fact, there would be any actual increase in the volume of trade between India and England were postal rates reduced. It would be a boon to private individuals perhaps, but the cost is too imperceptible a percentage to affect the volume of daily transactions.

It is very different with telegraph charges. These touch the members of the Chamber to the quick. It may be said that seven-eighths of the export and import business of India is put through by telegraph and the cost to each firm engaged is a significant and substantial percentage that has to be taken into account in reckoning the prices of articles. If a reduction could be brought about in telegraph expenses, the foreign trade of India would undoubtedly be largely benefited in its competition with other countries. Nothing can be done till the next Convention meets. I hope the question will be taken up and strong and opportune representation made in the proper quarters against the time of meeting.

TREASURY BALANCES.

You are aware that Government has not seen fit to take any action on our representations respecting treasury balances. It has, however, consulted the Chamber on another, and what I may call a kindred matter, namely, the wisdom and prudence of increasing the amount invested in Government paper and held as security against the paper currency issue. At present, according to law, the sum permitted to be invested in Government paper is 6 crores, the balance being held in

coin or bullion. Well, of recent years the amount of paper issue has steadily increased till it has reached 16 crores, and it is likely still further to increase and Government proposes to take power to swell the sum held in Government paper to 8 crores although immediately and as a first step 7 crores only would be so invested. This action would not only liberate a crore to the country for trade purposes—because it would reduce the amount of rupee paper publicly held to the extent indicated—but it would add to the annual revenues of Government the interest on the additional Government paper invested in. Under present circumstances, and looking to all possible dangers and contingencies ahead, the step appears to be one in every way judicious and commendable, and well worthy your support, and the Chamber will, I am sure, heartily support it.

WHEAT.

Just a word about wheat. The *non possumus* of the London Corn Trade Association has given place to something better—better in so far as it shows that it is beginning to realize that it is not so difficult a matter, as the Association at first insisted to bring about by action on their part, some improvement on the quality of wheat shipped from India. The Association has taken a very guarded and timid step—a step in fact although a sign of life is life that almost might be said to move in a wrong direction. But I do not wish to take a gloomy view. I would rather welcome what has been done as almost certain to lead before long to a bolder and fuller effort to put the trade on an honest and wholesome footing to the benefit of all concerned, and I am sure that future committees will not relax their endeavours to bring this about. (Applause.)

PORT TRUST ESTIMATES.

There is a matter I would ask those who may be elected by the Chamber to act as Port Trustees in the future to keep in mind. The Trustees have accumulated a reserve of about 16 lakhs. It would have become larger but for the opposition of the Chamber representatives. It may, for reasons I need not enter into, be reduced by a few lakhs during this and next year. But there will certainly remain a balance of reserve of over 10 lakhs. Well, it is a large balance but still it is wise and convenient to preserve a balance of the sort so as to put out of all danger the possibility of ever having suddenly and unexpectedly to raise rates owing to passing unimpor-

tant circumstances of an adverse nature. But the sum should not be allowed to exceed 10 to 12 lakhs. That is ample. All excess revenue should be applied to the reduction of the charges of the Port. It is a sound principle that the trade of each year should bear its own burdens and not be saddled with charges that will make the burdens of trade lighter for posterity than posterity is entitled to except in so far as provision is made against changes from minor transient causes, such as I have already alluded to. The Chamber's representatives require to keep a sharp look-out, for it is the law of the being of Port Trust officials in all parts of the world to delight in a large and increasing reserve, and here Government watches eagerly to pounce on it, and might seek to appropriate it with slender justification.

EXCHANGE AND THE SILVER PROBLEM.

Gentlemen, the past year has been more than usually full of incidents affecting the silver and exchange problems. We have heard a great deal about the recent increase in the production of gold and the probabilities of a still greater increase in the early future. Each one asks how will this affect exchange? I myself think not necessarily to any material extent. If gold were discovered in large quantities in India and exported, it would swell the balance of trade in favour of India, and through that the demand for silver, and so tend to improve exchange. But it is different with gold discoveries in countries other than India. These put money in the hands of those who had none before, and lead to a boom in the demand for clothing, food, luxuries, and the commodities of every day life. Other things remaining the same, this brings about a rise in prices. But those who require every day commodities do not need much silver, and therefore, although the price of silver might be sympathetically affected by a general rise in the prices of commodities, it is not likely to be affected to nearly the same extent as other articles. The surplus silver of America, Australia, and other producing countries is chiefly taken by India and the East. It is there the demand exists. Well, that demand is regulated by the balance of trade. You might find a balance of trade only slightly in favour of India, and a consequent trifling demand for silver and no great change in its value, while the new demand caused by great gold discoveries in South America and Africa (the supply of commodities being the same) had led to a smart advance in general prices. True, if general prices rise, India would obtain greater value for the commodities she

exports and this would expand her demand for silver, but, on the other hand, she would have to pay same for the commodities she imports. This would curtail the increased demand, although the value of her exports being greater than the value of her imports she would by a rise in the price of commodities doubtless be a gainer in the balance of trade, and to that extent her silver demand would be added to. But the conclusion I arrive at is that large discoveries of gold in countries other than India do not necessarily mean any great rise in silver, and consequently in Indian exchange.

I here would venture to propound a theory that so far as I have seen has not been noticed in discussions on this subject.

Bi-metallists say that there is too little gold in the world, and they wish to link silver to it at a fixed ratio, so that silver may assist gold. If this was done, they aver that there would then be money enough and that prices would rise. Apart altogether from the question of whether it is good or bad that prices should rise (for I suppose there will always be two opinions, those who have would like values to go up, and those who have not would like to buy cheaply) is it certain that the supply of money in Europe would be much increased or that prices would rise? There is a large quantity of coined silver in Europe and America, which now serves the purpose of money. That might change from one country to another under a bi-metallic arrangement, but it would not become money more than now. America coins annually 5 million sterling of silver that has become money. Well, the balance of production over that is required chiefly by India and the industries. India will always require a large amount annually, although as the price would advance to the equivalent of the ratio fixed she would have to pay a fraction over that to get it. It is only what India and the industries would not want that would find its way into the mints of Europe. So that by linking silver to gold you would neither put silver in the hands of those who had it not before nor would you secure any great percentage of what is produced to add to the supply of money—over and above what is added now. You might get the million or two anually that are just too much for India to take off, and that have led to exchange fall, but nothing more than that. Spread over all Europe the sums appear insignificant. I throw this out as something for bi-metallists to work out if they think it worth their while. I confess the question is a thorny one and bristles with perplexities. Meantime gold prices of

many commodities are improving without the aid of bi-metallism. Demand appears to be overtaking supply in many articles. Again, we have been agitated by the new movement of the silver party in America. So long as the dollars coined under the Bland Act remained piled up in the vaults of the Treasury unrepresented in any shape in of the currency of the country the silver party kept quiet. But during the past two years the hoards of silver dollars have rapidly been absorbed into the circulation of the country in the shape of silver certificates, and have all, or nearly all, gone into use, and now the silver party wakens up again and begins to agitate—the moderates for doubling the silver coinage under the Bland Act—that is coining the maximum provided for, viz., 4 million dollars instead of the minimum 2 millions ; the bolder for the opening of the American mint to the free coinage of silver. Government has not looked on either movement with favour has in fact checked and discountenanced both. But the silver party is strong, active, and restless, and it may be that their views will in time come in part or in whole to prevail. In this case a rise in silver is bound to follow, and a consequent advance in exchange. True, there are many influences antagonistic that might be brought into play. Germany might take the opportunity to dispose of the balance of her silver. If she did, it would probably be done gradually. The Latin Union might be dissolved. This is very unlikely. The produce of the mines might increase. The effect of this would in great part be nullified by the expansion of art, industrial, and the world's general requirements. Any how, the effect of any of these influences would be of a temporary nature. After a certain lapse of time silver would slowly mount up. If this comes to pass, and we are to have in the future an exchange year by year moving up instead of down (I do not say this is to be so. I do not even say it is likely. We may still have a lower deep in store for us. I only wish to draw your attention to possibilities that should be kept permanently before you), then the policy of the Government of India regarding railway extension and limitation of borrowing in gold will want revision.

RAILWAY EXTENSION.

We have for long been studiously moderate in pressing our views about railway extension, agreeing that while the balance of chances favoured a lower exchange it was unwise to add to the gold responsibility of the country, and that it was not possible to expect to raise

more than 3 crores annually for public works in India at reasonable cost, although it was evident the numerous calls on this sum for other than new railway construction left not over much for that purpose when spread over the whole of India and Burma. But the case is different if the balance of chances favours rupee recovery. Then it would be sound policy to borrow freely in gold and extend railways boldly. For nothing would tend more to modify the loss of the advantage India has gained in her export trade by the low rupee than the extension of communications and opening up of new country. I admit that be the rupee what it may there is nothing to fear for the future of India's export trade. Should gold prices remain the same the loss will be met by local adjustments. The trade will continue—comparatively at a disadvantage—but it will continue to prosper. Should gold prices advance from the wants of the world increasing more rapidly than production, the reverse of what has been going on for many years, other exporting countries will share the benefits of the advance equally with India, and India will still have to suffer local adjustments to enable her to hold her own. That she will hold her own I doubt not. But it is important to do all that can be done to lessen to the utmost the detrimental effects of altered circumstances. Coming to details we know the Secretary of State has sanctioned the construction of the Godra-Rutlam line, subject to the financial convenience of the Government of India. Lines elsewhere are to have a preference. The Chamber must keep pressing this line on the notice of Sir Charles Elliot, so that when the works he considers should first be carried out have been completed, we may have as good a chance of obtaining precedence for the Godra-Rutlam, as others will have to get the lines they are advocating. Major Bisset has been most energetic in constantly supplying Government with strong arguments backed by figures and calculations proving that it is sure to be a most lucrative line, and it is commercially and from a military point of view a necessary line. Once this is made your attention will become fixed on the feeders to the main line. If the improvement in exchange comes the determination to rely solely on private enterprise may die out. The sooner the better, for I fear it will do little within a measurable period, although in this connection it is refreshing to read of the praiseworthy efforts made by Mr. James and others to set an example at Ahmedabad by pushing through the Ahmedabad-Dhollera line by private enterprise pure and simple, and also of what is being done by many native princes and chiefs. Before leaving railways I should like to

ask with reference to the falling away during the second half of 1889 of the G. I. P. Railway receipts owing to short Central Provinces crops, whether it may not be that the G. I. P. Railway are suffering now more than they might have from having persistently closed their eyes to the opportunities of engendering, developing, and fostering inter-local and general traffic by offering cheap rates? I do not state this as a fact. I only ask may it not be so? And now, gentlemen, I think I have exhausted the subjects upon which I wished to speak to you, so I will conclude by moving the adoption of the report viz.—"That the report of the Committee, which has been circulated, be adopted and printed for General information, together with the documents therein refered to."—(Loud and continued applause.)

Mr. L. R. W. Forrest seconded the adoption of the report which was agreed to.

Mr. L. R. W. Forrest next moved "That the thanks of the Chamber be tendered to the out-going committee for their able conduct of the affairs of the Chamber during the last year." In moving this he must give expression to the regret they all felt that this was the last time Sir Frank was likely to address them from the chair which he had occupied during the past six years with so much honour to himself and advantage to the Chamber. (Applause.) The very representative committee which had sat during the past year deserved their thanks for the assistance they gave Government, framing the rules for the new Merchandise Marks Act, for the valuable aid they afforded members of the Chamber in avoiding the difficulties which necessarily attended its introduction. The compulsory stamping of lengths had not proved to be the impediment to trade it was once feared it might be. The Act was all in favour of the honest trader, and was a step towards the restriction of free trade in cheating. Now that they had the Act, let them form themselves into a sort of vigilance committee, and see that it was respected. For the past three years the Chamber had exercised a wise moderation in not pressing railway schemes on the attention of Government, but with the satisfactory condition of the finances and the great improvement in exchange, such moderation was not now required. They thankfully acknowledge the large number of railways that had been opened during the year, and he trusted H. H. the Gaekwar of Baroda would not allow questions of police and jurisdiction to prevent the further expansion of railways in his territory, and that before

long a line from Baroda to Godra would be the best step towards another through broad gauge line between Bombay and Delhi. The Godra and Rutlam Railway would, however, require the attention of the committee. It had at last been sanctioned, and commencement was to be made when the Government of India had the money. Now, he said, the Government of India had the funds, but the P. W. D. wanted them all for three lines on the Madras Coast, two in Burma, and some frontier lines. No one would grudge our new province its railways but to delay the construction of a paying line like the Godra-Rutlam, while pushing and completing three famine lines was directly opposed to the recommendations of the select committee of the House of Commons in 1884, and was an extremely short-sighted policy on the part of the P. W. Finance Department. A paltry sum of Rs. 10,000, was, he believed, required for the re-examination and correction of certain details of the survey, and unless this was effected before the rains, another year might be lost ; and with what results ? The extension was estimated to earn 6½ per cent. in the ninth year from the commencement, and as Government could borrow at Home and in India at an average rate of 3½ per cent. a delay of one year meant a loss to the State some nine years hence of nearly four lakhs of rupees on a capital expenditure of a million sterling. He trusted the Bombay Government would find some method of advancing this small amount so that the railway might be able to start at once. Directly Sir D. Barbour would open his money bags with his pessimist views of silver he learned to increase the indebtedness of India, perhaps in the irony of fate he might live to repent that he prevented India from borrowing more freely at a time when capital might have poured into the country at the exchange of 1-4 to 1-5. One matter of local interest might attract the attention of the new committee, and that was the transfer of that Chamber to some ground floor in the midst of the business centre of the city, where its papers, periodicals, and valuable statistical information might be more easily accessible to the members, with an adjoining hall or exchange where the members might meet for the transaction of business. The subject was brought up before the committee in 1886, but under conditions which quite forbade them entering thoroughly into the scheme. There seemed to be a growing impression that some such place was much to be desired, if a suitable locality could be obtained. Their chairman had modestly abstained from alluding to

H. E. the Governor's visit to the Chamber. It was a compliment to them and a still greater compliment to their chairman for he felt that it was owing to his influence, and as a recognition of the valuable counsel he had from time to time given Government that his Excellency adopted the wholesome innovation of laying before the Chamber a clear and candid exposition of the most important incidents of his administration. Though criticism at the time of its delivery was not possible within those walls, the papers took the opportunity of criticising the statement freely, and if the public did not follow it no more than they did it was their own fault and he hoped other Governors might be induced to follow his precedent. It was well written the other day "that publicity is a source of strength to self-reliant rulers, whose capacity loses nothing by illumination, and even the best administrator learns something from free criticism." His Excellency's address was the best answer to those who had sometimes called at the Chamber, expressing its opinion on subjects not purely commercial. The Chamber happened to be the only body representing unofficial Europeans in this presidency. He was sure the leading members of the Bench, Bar, and Civil and Military Services, really did consider it an advantage to the social body and body political, that general questions should from time to time be discussed by the Chamber of Commerce. The recognition by his Excellency of their right to express their opinions on such subjects would have the effect of increasing their sense of the responsibility which attached itself to the expression of their views and of their opinions. (Applause.)

Mr. A. F. Beaufort then said he did not propose to say very much regarding the subjects which had been discussed in Committee during the past twelve months, as he thought after the excellent review of the proceedings by the chairman, and the remarks made by Mr. Forrest, it would be more cautious for one who is called upon to guide their new Committee rather to listen to what others had to say, than to comment upon them himself. There was one subject, however, which he proposed to say a few words about. It was just three years since he advocated as forcibly as he possibly could the necessity of legislation on the lines of the existing Merchandise Marks Act. At that time they were not with him, but the passing of an English Act caused the Chamber unanimously to decide to ask the Government of India to legislate in a similar direction. This new Act had, during the past year, become law, and immeasurable good had already

resulted from it. The friction which arose at first was wearing off, as shippers at home took the trouble to understand its provisions. So far not a single case of fraud had been brought to their notice, but some of them were aware of the one recently investigated by the Manchester Chamber, and which that body had asked the Kurrachee one to take up. The action of their friends in Sind would be looked for with interest. In connection with what was said in the report regarding a communication form the Glasgow dyers objecting to the hank of dyed yarn being considered as 840 yards, it was interesting to read some remarks which recently appeared in the commercial column of a leading Manchester newspaper. The writer says :—" We see that the Glasgow Chamber of Commerce has been communicating with the Indian Chambers of Commerce with regard to the inconvenience of the legal length of the hank being fixed at 840 yards, the Scotch dyers wanting to make hanks of 800 yards legal, on the ground that the shrinkage in dyeing reduces a hank of 840 yards grey to something much less ; dyed turkey red being said to be a terrible dye for shrinking. We must confess that we entirely disbelieve this theory of shrinking. If turkey-red yarn is delivered dyed 800 yards, we should doubt it had measured more than 803 yards grey, any shrinkage being much more likely to have been in the grey state before the dye touched it. It is a very convenient theory for the dyers. However, supposing that the alleged shrinkage is founded upon fact, as there are good grounds to dispute, then the sellers of dyed yarn must meet the case in exactly the same way as merchants have to meet it when they undertake to sell a white shirting 40 inches wide and 40 yards long—viz., buy it so many inches broader in the grey state, and so many yards shorter, corresponding with the nature of the finish required. Similarly with finished dhoties, prints, and the like. The Scotch dyers have been asleep, or rather they have chosen to ignore the Indian law until they find their customers consider it too dangerous to continue shipping the short-hanked yarn which they have been hitherto supplying. This Act was passed 1st March, 1889, and they ought by this time to have accommodated themselves to its provisions, and not to be appealing to the Indian Chambers to assist in getting them out of their scrape. But as would be seen from the *Examiner* and *Times*, the dyers have at last resolved to insist upon a guaranteed length of 840 yards from their spinners ; and this resolution seems to confirm the opinion that there is no shrinkage in turkey-red dying, or they would have asked

for 5 per cent. more grey length to compensate the shrinkage from dying." He commended these remarks to the attention of those importers who were inclined to support the Glasgow appeal. Unless the evidence produced hereafter was very much stronger than that so far forthcoming, we, for one, would most strenuously oppose any attempt to impair the integrity of the hank, which both in England and in India had been clearly defined as 840 yards, if it was merely to suit the convenience of a few dyers. (Applause.)

Mr. Turner, in addressing the meeting, made reference to the pilot service question, and agreed that it might be modified, pointing out that the matter of vested interest, to which the chairman had alluded, might be overcome with the appointment of a good staff of harbour masters. There was another subject, he hoped, the committee would take up, and that was the question as to bills of health, for merchants and traders suffered very much inconvenience from vessels being put into quarantine owing to the present system of endorsements on bills of health. He also hoped the scheme brought forward regarding the telegraphic communication of vessels passing the Suez Canal, would not be allowed to drop, for it was useful even to those unconnected with steamers, and he hoped the necessary subscription would be forthcoming.

Mr. W. M. Macdonald seconded Mr. Forrest's motion.

The chairman, before putting the motion to the vote, said Mr. Beaufort and Mr. Forrest, he had no doubt, would see that the matter of bills of health and telegraphic communication would receive consideration from the new committee. With regard to what Mr. Forrest had said as to H. E. Lord Reay's address to the Chamber he—Sir Frank—did not wish to repudiate the soft impeachment that it was owing to his influence that Lord Reay had addressed them at such length and in such an interesting manner. But he wished to say that he had always found His Excellency during the years he had had the privilege of knowing him take a very deep interest, indeed, in all matters affecting the welfare of the Bombay Chamber of Commerce, and always most anxious and earnest to do all he could to further and promote the best interests of the trade and commerce of the presidency. (Applause.) The motion was unanimously agreed to.

The chairman next proposed and Mr. M. Gubbay seconded "That the following gentlemen be elected members of committee of the

Chamber for the year 1890, namely, Major Bisset, Messrs. H. W. Uloth, J. Stiven, J. Tintner, F. C. Macrae, J. L. Symons, and W. R. Macdonell."

The motion was carried unanimously.

The chairman next moved to amend Rule II. of the Chamber, regarding the election or members as follows :—All persons engaged or interested in mercantile pursuits, desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted members by the vote of a majority of not less than two-thirds of those voting at a general meeting, as provided for in Rule III. ; or, by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber, at which at least one-fourth of the members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the members stating the names of the candidates proposed with their proposals and seconders, and the ballot shall remain open at least three clear days.

Mr. M. C. Turner seconded the motion which was carried.

The chairman next intimated that Messrs. Payne, Gilbert and Sayani, proposed by Messrs. W. and A. Graham and Co., and seconded by Messrs. Lyon and Company, had been elected members of the Chamber, and that Mr. Jumnadass Lullubhai, proposed by Messrs. Ritchie, Steuart and Co., and seconded by Messrs. Sauquet and Co., had also been elected a member.

Mr. A. F. Beaufort, again addressing the Chamber, said :—Before referring to the special object which he had on rising, he wished to take the opportunity of expressing his thanks for the honor they had done him in electing him to fill the vacancy which was about to be created by the retirement of Sir Frank Forbes Adam from the chairmanship of the Chamber. He did so with very mixed feelings, because he shared with them the regret that they were unable to retain the services of one of the ablest chairmen that this Chamber had ever had the good fortune to be guided by. He wished that the mantle had fallen on other shoulders than his, for he had felt, and still feel, the responsibility of the position which by their votes he was called upon to occupy. After the lengthened experience of committee work which he had had, having sat on every one of those presided over by Sir Frank, he could not plead inexperience, and he ought undoubtedly to find it easier in consequence to step into his shoes. But it was because he

had sat so long with him that he was so diffident about it. The post was not an easy one to fill, and it became more difficult when the person called upon to do so succeeded a chairman of the exceptional talents and the brilliant oratory of Sir Frank Forbes Adam. Nevertheless, he was prepared to do his utmost to maintain the prestige of the Chamber, supported as he would be by a strong Committee and an energetic Secretary. As he said just now he felt certain they would all join with him in expressing the very just regret that they all felt at the loss they sustained by the early departure from India of Sir Frank. His position among them had been unique. Within a few months of his return from Calcutta he was elected to be the deputy chairman for 1883, and the following year as chairman, a position which he was vacating after having held it for the unprecedented period of six consecutive years. Now he found that since this Chamber was established in September 1836 by the then Governor of Bombay, Sir Robert Grant, fifty-four gentlemen, excluding Sir Frank, had held the post of chairman, none of them were re-elected, and only seven of them were called upon a second time to do so. The exception the Chamber first made five years ago, and repeated in each of the four following Decembers, had clearly proved that the committee's rule regarding a fresh chairman each year could with advantage be broken, when it thereby retained the services of one of exceptional ability, coupled with a devotion to its work and to its interests which might have been equalled, but had certainly never been eclipsed, by the devotion, the labor, and the ability shown by Sir Frank Forbes Adam. Most of them were aware how arduous were the duties of the secretary, how burdensome the work of preparing the annual report, and finally of seeing through the press the bulky volume, with appendices, of 500 odd pages. Well, he did not think it had been mentioned before that owing to the lamented death of Mr. John Gordon in November 1884, and the interval which elapsed before their present able Secretary was appointed in January 1885, the preparation of the report, and the work in connection with it, fell to the Chairman. How well he did it, the volume of that year showed. As a slight memento of what Sir Frank had done for this Chamber, he might mention that the committee had decided to present him, in the name of the members, with as complete a set as was available of the annual volumes, suitably bound, and he was certain they would approve of their action. Then, as a committee, the retiring one stayed its hands, but in their name he begged to offer him their hearty congratulations on the honor

which was conferred upon him on New Year's day, by Her Majesty the Queen-Empress, and to tell him that after he left these shores and settled down at home, they the members of this Chamber—and he asked them to support his request—would expect him to undergo the somewhat trying ordeal of sitting for his portrait, which they hoped in due course would hang on the walls of the room in which they were then assembled, and ever help to remind them, as that of their first Chairman did, of one whom they had so long appreciated and admired as their leader, and as a mark of their affection for him as a friend. (Loud applause.)

Mr. Macdonell seconded the proposition, which being carried by acclamation.

Sir Frank Forbes Adam in reply thanked Mr. Beaufort and Mr. Macdonell very sincerely indeed for the kind words they had spoken about him, and for the way in which the vote of thanks had been received by the members of the Chamber. The six years during which he had had the honour of presiding over the Chamber, had been years of intense interest and instruction, and he would carry away with him nothing but the most pleasant and grateful memories. He could not call to mind any occasion on which hostility had been shown. They had had within those walls differences of opinion, hot discussions and debate; but at all times underlying these was a mutual desire to arrive at a common understanding, which prevented anything showing itself in the shape of personal feeling, and he could say he never once remembered a member endeavouring, for personal or selfish reasons, to obtain a victory at the sacrifice of the interests of the general body of the members of that Chamber. (Applause.) He thought he had observed, and he had observed with great pride, that during the past few years a keener and livelier interest had been taken by members in the affairs of the Chamber. (Applause.) He could remember when he joined it many years ago it was regarded as a sort of baseness by all but a very few to occupy their time with anything but their own affairs. But a healthier tone supervened, and now there was almost emulation to come forward and express a wish if wanted to assist in promoting the interests of the Chamber. He knew that some men might in the past as in the present have been kept back by feelings that they owed their chief duty to their partners at Home; and their business might be interfered with. He had always owed a first duty to his partners at home, and he had always kept that principle before

him ; but the days in India were long, and if a man once or twice a week devoted an hour or two of that time in the morning or evening usually devoted to recreation and amusement, it was amazing the quantity of work he could get through from month to month for the general benefit without in the least interfering with his own private interest or that of his partners. (Applause.) Might he before retiring from that chair be allowed to offer a few words of advice to those who would succeed him. The first was—it was almost unnecessary to say it in the presence of his successors—never act on imperfect information. They should always see that representations and complaints were verified before they took them up. They should, again, beware of faddists, both inside and outside the Chamber. They were energetic, persuasive, and persevering, and almost invariably well-intentioned, but they often led one into bogs and quagmires, from which it was very difficult to extricate oneself. Again, they should never be afraid of bold and open criticism ; remembering that while safeguarding and watching the best interest of the Chamber, it was their duty to do all they could to strengthen and support the Government of the country in their difficult, laborious, and complex duties. (Applause.) He left the Chamber without any misgivings in good hands. If he had, as Mr. Beaufort said, done something to maintain its character and influence, he felt certain that those who came after him would add to its prestige, dignity, and usefulness. He was glad to be able to congratulate them that they retained the services of a secretary, loyal, zealous, indefatigable in work, experienced, and capable. (Applause.) Mr. Beaufort had told him that the Chamber had decided to present him with a full set, so far as could be obtained, of the reports of the Chamber. Nothing they could give him could he appreciate more. (Applause.) But this he would say, that whatever further honour he might attain to,—if he should ever attain to any—no honour he could conceive of would give him the keen, real, and heartfelt satisfaction he had received from them by the sign and seal of approval that they had put upon the dignity conferred on him by her Majesty, and their wish to perpetuate the memory of it by placing his portrait within the walls of that Chamber. (Loud applause.)

The proceedings then terminated.

Bombay Port Trust.

BYE-LAWS FOR THE REGULATION AND MANAGEMENT OF THE WET DOCKS.

Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI., the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under Section 74 of the same Act and ordered to be published under Government Notification, Marine Department, No. 26, dated 16th April 1888, in the Government Gazette of 19th April 1888.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and ordinarily, *i.e.*, except with Mail Steamers, vessels belonging to regular lines, or under orther special circumstances, no vessels shall enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished, will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice, or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or Entrances, but steam-power will be employed, and steam vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam power not being provided by the Master or Owners, or when necessary, the Dock Master is authorised to employ the Trustees' or other available Steam Tugs for duties in connection with vessels docking, undocking, or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness, and supply for use, such (steel wire or other) hawsers as may be required, also guy lines, of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and

failing these being provided by the vessel the same may be supplied by the Dock Master, and a fee of Rs: 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or insufficient or from their breaking whilst in use.

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels, or removing from one part of the Dock to another, or when lying therein ; the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam ; the jib-boom is to be run in within three feet from the bowsprit cap ; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off ; the main or mizen-boom and stern davits are to be rigged within the taffrail ; the quarter davits and bumpkins rigged in within the beam of the vessel ; and the flukes of the anchors are to be above water ; and immediately after having been brought into Dock the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a vertical position close to the cat head ; or else, should any anchor be carried man-o-war fashion with the pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the Master or Owner of the vessel.

6. All exhaust steam or water from winches or other machines on board vessels in the Docks must be led down the side of the ship to below coping by a hose or other effective appliance.

7. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks ; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

8. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fairway of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers ; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

With respect to the Management of the Docks and Quays.

9. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

10. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels waiting for berths even without previous applica-

tion, and shall be assigned earliest berths after arrival. Steamers belonging to regular lines may, under special agreement, have berths reserved for them called preferential berths.

11. A vessel lying in Dock without cargo waiting for charter or cargo, and not working, must give up her berth if required to a working vessel.

12. A vessel which may have remained in the Dock idle for five days may be ordered out of Dock by the Superintendent should the space she occupies, whether next to the quay or not, be required.

13. Should a vessel in three weather working days load less than 500 tons, she will be liable to have to give up her berth to a working vessel.

14. Should a vessel in eight days load less than 2,000 tons, she will be liable to be ordered out of Dock.

15. A preferential use of cranes will be given for discharge of import cargo.

16. Trucks not removed beyond the Dock fence as soon as loaded will be liable to be removed by the Dock authorities at the risk and expense of the owners of the goods.

17. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

18. In the case of vessels arriving in ballast the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

19. Steamers arriving coal-laden and intending to load in Dock shall be allowed to enter the Dock whenever they have discharged not less than 87½ per cent. of their cargo. They shall be allowed to discharge the remaining 12½ per cent. of their cargo in Dock overside into boats on payment of the usual charges. Masters shall furnish to the Dock Superintendent, through their agents, certificates of date and hour when 87½ per cent. of their cargo has been discharged, and the Dock Superintendent shall have the right to verify the correctness of the certificates by examination of boat notes, or otherwise, as he may think fit. Time of discharge of 87½ per cent. of her cargo shall decide the turn a vessel is to take, always provided that she has previously applied for a berth.

20. No berth shall be named or shed set aside for any vessel until she is reported ready to enter the Dock, when, if a berth is available, the Dock Superintendent will inform the Dock Master, who, in his turn, will intimate to the vessel the berth assigned, and will arrange for docking her.

21. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

22. Stage or pontoon berths shall be used when practicable, and when the necessary quay space can be made available.

23. The "Ibis" wharf shall be considered a loading berth, and a vessel so berthed, shall haul off when packages weighing over 1½ tons require to be discharged there from any other vessel.

24 Vessels loading by stage, or by pontoon, or at the "Ibis" wharf, shall get full quay side berth it turn when one becomes vacant in preference to other vessels that have not entered the Dock.

25. Whenever it is desirable to allow a vessel not entitled to a preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent or Charterer, who may apply for the berth, a written agreement to remove from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another, such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

26. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers, and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the ship's Officers are alone responsible.

26-A. Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gangway of every vessel having a quay side berth in Dock. One light to be fixed at the ship end of the gangway and one at the quay end of the said gangway.

27. On a vessel entering the Dock, the berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of a Harbour Master, Pilot or Assistant Dock Master being afforded if requested. The same assistance will also, if requested, be given in the case of vessel leaving the Dock.

28. No vessel shall be permitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the Master is on board and in actual command, the only exceptions to this being when the Chief Officer holds a Master's certificate, or this not being so, in case of the death of the Master, or when, owing to his serious illness, he is unable to perform his duties.

29. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading, and discharging of such vessels, and the Quay space to be occupied by such

vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

30. The Dock Superintendent may himself or through the Dock Master or other officer, direct any vessel to move from one berth in the Dock to another, provided that a vessel having a quay side berth (unless occupying a preferential berth under the provisions of Bye-law No. 25, or having only one hatch to load up), shall not be shifted to a stage or pontoon berth, and provided that the berth to which such vessel is about to be shifted is vacant. The Trustees shall remove free of charge to the new shed or quay (or in the case of vessel occupying a stage or pontoon berth into boats alongside as they may decide) such cargo as may have been brought for the vessel before the transfer to the new berth. The Trustees will not be responsible for any necessary delay which may be caused to a vessel in effecting a transfer under this Bye-law or under Bye-law No. 25.

30-A. A vessel desiring to discharge coal overside, may be allowed to do so, should the Dock Superintendent be able to allot a berth, where injury is not likely to be done to another ship or to cargo by coal dust, but should, before the whole of the coal is discharged, there be, in the opinion of the Dock Superintendent, a prospect of injury from its dust, the vessel must be removed either to another berth, should one be available, at which injury from coal dust is unlikely, or, out of the Dock, as the Dock Superintendent may direct.

This is to apply not only to ordinary vessels, but to those of lines having preferential berths, and also to those discharging coal under Dock Bye-law No. 19.

31. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

32. A fair proportion of Quay space so far as available shall be appropriated to each vessel, and in case of difference or dispute it shall be determined by the Dock Superintendent.

33. Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage, or otherwise, by reason of overside loading or discharge being impeded by vessels being over-lapped or double-banked.

33-A. Vessels requiring to carry out repairs in the Wet Docks may do so when a berth can be made available, on condition that when such berth is required for a working vessel it must be at once vacated for an off-side berth.

34. No ballast, baskets, bottles, oakum, stones, or other loose material shall be laid upon any Quay or Pier within three yards from the margin of the Dock or Harbour.

34-A. No cargo, goods, ballast, ashes, or other substance, or rubbish shall be thrown or allowed to fall into the Dock channels, or Dock or from any pier or quay. If, when discharging, unloading, or handling

cargo, or otherwise howsoever any cargo, goods, or substance falls as aforesaid, the stevedore and ship's officer in charge of the unloading, and in any other case the person who for the time being had charge of the cargo, goods, or substance, shall forthwith give notice of the accident and furnish all particulars connected therewith to the Dock Superintendent, and the party or parties whom the Dock Superintendent shall consider responsible shall immediately take measures to have the cargo, goods, or substances taken out of the water. If such party or parties fail to comply at once with such notice as may be addressed to him or them by the Dock Superintendent, the latter may remove the goods at the expense of the defaulting party.

The party in whose charge the cargo, goods, or substances were at the time of the accident shall be responsible for all damage which may occur in consequence.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT, AND STORAGE OF GOODS ON THE QUAYS, WHARFS, AND PREMISES OF THE DOCKS, AND REMOVAL THEREFROM.

35. No person shall without authority pump or throw into the water or depoist on the Quays, in the sheds, or in any other part of the Dock enclosure any ashes, bilge-water, cinders, dirt, dung, dust, rubbish, sewerage, refuse, or shavings.

36. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coals, dust, lime, rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purpose a canvas cloth or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke, and other loose materials must not be discharged into cotton or other lowsided boats, but into boats, with sides of sufficient height to prevent any of the cargo falling overboard into the Dock.

37. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood, or other like material to fall into any Dock, Basin or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

38. No stages, planks, or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Dock Superintendent; and when the discharging or loading is completed, they shall be replaced on the Quay as the Dock Superintendent may direct; and all loss or damage hitherto shall be made good at the expense of parties using them. All stages, planks, or poles not provided by the Trustees after use in discharging or loading shall be removed within two working hours from the Dock Quays.

39. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

40. The Trustees will not take charge of, or be responsible for, any

goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

41. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest, or the Master's copies of the Bills of Lading have been deposited in the Dock Superintendent's Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

42. Masters of vessels shall not refuse or neglect to produce any book, voucher, or other document in connection with the landing or shipping of cargo.

43. No cargo shall be discharged from a vessel except under the superintendence on board of such vessel of the Master of such vessel or of a licensed Stevedore or Muckadam. Such Master, Stevedore or Muckadam shall see to, and be personally responsible for, the proper slinging of cargo on board of such vessels when discharging.

44. Masters of vessels and the Stevedores or Muckadams, who may be employed on such vessels, shall see and be severally personally responsible that goods weighing over 1½ tons are not hoisted by the ordinary 30 cwts. Dock cranes. When the Dock cranes are used for lifting anything they must be used alone, no other lifting gear being used in conjunction with them on any lift.

45. No Stevedores or Muckadams shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock, and the Trustees may, at their pleasure, cancel or suspend for a time any such license. All requisitions on Dock Officials regarding cargo or cranes must be made by the ship's Officers.

46. No license shall be issued to any Stevedore or Muckadam who shall not undertake to employ, and every licensed Stevedore and Muckadam shall employ at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, viz., one foreman in the hold, who shall look after the coolies and supervise the slinging or unslinging, and who, whenever a vessel is taking in cargo in the between-decks alone, shall see that the between-deck hatchways that are provided with cross beams and fore and aft beams have all such beams fixed in their proper places, and that the hatches are properly put on before commencing work, and the other foreman on deck, who shall see that the crane chain is not taken out of the square of the hatchway, and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches, and shall see that the men keep out of danger on deck and do not stand under the hoist. It shall also be the duty of the foreman, when work is stopped for the day or night, to look round and see that no one has remained in the hold.

47. The Masters of vessels shall be responsible that proper lights are provided in those parts of the ships where work is going on in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress.

48. Stevedores and Muckadams shall be severally personally responsible that no work in any way connected directly or inderectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, be carried on by men employed by them unless proper and sufficient lights are provided.

49. No cargo shall be discharged from or loaded into any vessel except under the personal superintendence on shore of a contractor permitted by the Trustees to work cargo on shore, or of an experienced foreman employed by such contractor, or of a servant of the Trustees authorized to work cargo on shore. Such contractor shall be personally responsible for the proper slinging of cargo on shore.

50. No Stevedore, Muckadam, or contractor, or foreman of such Stevedore, Muckadam, or contractor, permitted as aforesaid to superintend the working of cargo, or servant of the Trustees authorized to work cargo on shore, shall allow any goods, whether in bags, bales, boxes, or otherwise, to be slung without himself seeing that the following precautions for safety are first adopted :—

(1) That the sling is first laid down flat without turns or kinks preparatory to receiving the goods.

(2) After the sling has been made up and with the first strain on heaving up that the running loop is well beaten home with a wooden bar so as to make the grip secure.

51. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

52. When discharging iron drainage pipes, or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to Consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

53. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

NOTE.—This bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to Bickford's safety slow-burning fuse.

54. All vessels using the Prince's Dock, before entering and while in Dock, shall secure under lock and key in suitable cases or magazines in a safe place set apart for that purpose all combustibles and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an officer whose duty it shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer.

55. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the Owner.

NOTE.—This bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to Bickford's safety slow-burning fuse.

"

56. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

57. Acids, Acquafortis, Oil of Vitriol, Lucifer Matches, Bickford's safety slow-burning fuse, or other goods of a dangerous nature shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Dock Officers, and in the event of such goods having been so placed by authority, they shall be removed from the Quays or vessels within two hours after notice from the Dock Officers, and, if not so removed, the Dock Officers may remove them at the cost of the Owner ; and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the Owners of such goods, or the master of the vessel ; and failing this being done, the Dock Officers may cause the same to be watched at the Owner's expense.

58. No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or loaded by consent shall be removed or loaded within forty-eight hours afterwards ; and any timber laid on any Quay or other place shall not be permitted to remain beyond the time allowed by the Dock Officers.

59. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

60. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the circumstances, and enclosing any documents which will show the title to the goods ; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

61. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Dock Superintendent.

62. Consignees applying for delivery of goods shall fill up a form in duplicate showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Dock Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agents of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order, and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

63. No person shall remove from the Wharves or Sheds any goods other than those covered by the Customs Pass and the Port Trust Wharfage Receipt.

64. No delivery Order can be received until the Manifest of the cargo, duly certified by the Captain, has been deposited in the Dock Office.

65. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Dock Officers, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

66. Packages, which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee, or Agent.

67. Goods taken delivery of but not removed from the Dock enclosure shall lie at the risk of the Owner or Consignee.

68. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks does not commence until such goods have been received charge of by the Dock Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Dock Officers previous to the goods being removed from the Dock premises.

69. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages, and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

70. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Dock Superintendent; in which case it must be separately noted in the Manifest or list of cargo handed in, and specially handed over to the Dock Superintendent himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof. In like manner shippers of the articles enumerated in this Bye-law must make their own arrangements to ship them.

71. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

72. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, Master, or person interested therein, but goods *delivered into craft or floating in the Dock to be removed elsewhere* cannot be detained. Goods under stop for freight will not be delivered, nor warrants granted, until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

73. No stop for freight can be received after the goods have been transferred or a warrant granted.

74. The admission of carts, carriages, cargo boats and barges within the Dock precincts, and their control while there, will rest with the Dock Officers.

75. No person, unless duly permitted by the Dock Superintendent

or Dock Master, shall take inside the Dock premises Carpenters' tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Dock Superintendent.

76. Goods for shipment will not be put on board until the Customs Export Note and the shipping order are produced. The Trustees' receipt for wharfage and shipping charges must also be produced, but in order to prevent detention in loading, the Dock Superintendent may ship cargo before the Trustees' charges are paid, retaining Mates' receipts as security for payment of such charges.

77. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway, or footway at any time, nor under any shed, so as to prevent the free working of the gates.

78. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft, or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

79. Every barge or cargo boat remaining in the Dock more than twelve hours after having received or discharged her cargo will be subjected to a charge as under for every day or part of a day while she shall so remain :—

		Rs.	a.
Cargo Boat or Barge up to 15 tons		0	8
Do.	above 15 and up to 25 tons	0	12
Do.	above 25 tons	1	0

80. The admission of carts and carriages, cargo boats and barges within the Dock precincts, and their control while there, will rest with the Dock Officers.

81. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Dock Superintendent, will manage all operations connected with the landing and shipping of goods, storage, in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

82. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Dock Superintendent or other officer authorized by him, or by the Dock Master.

83. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Dock Superintendent, shall be employed in the loading and unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

84. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge

which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

85. Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) at any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

86. Application to work at night, or on Sundays, or on holidays, will be made to the Dock Superintendent who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

87. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

88. No claim for refund of any rates or charges paid at the Dock will be admitted if not made within two months from date of claim accruing, nor will any refund be made of sums under Rs. 2.

WITH RESPECT TO THE PIERS, WHARVES, QUAYS, DOCK PREMISES AND CHANNELS, AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

89. The crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

90. Any anchor dropped in or near the Dock Channel or Entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

91. Any person who shall cut, deface, or injure any mooring, rope, chain, or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

92. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

92-A. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work,

either in bilges, tanks, or other confined spaces, a constand supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accident arising from neglect of these precautions.

93. Whilst a vessel is in Dock, the Master or some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

94. Whilst in Dock every vessel shall have a ship-keeper on deck, two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

95. When berthed or moored in the Dock a ship's-propeller shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ships' propellers either by hand or steam.

96. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

97. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or Quays, or to the pillars of any shed, nor to any other place than the Samson posts, bollards, moorning posts, cleats, ringbolts, or other appliances specially provided for the purpose.

98. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master, or the Dock Superintendent, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats, nor on the Quays.

99. All boats, barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

100. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

101. Bells are not to be struck to denote the hour on board ships in Dock.

102. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock.

103. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

104. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes, or persons with infectious diseases.

105. No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employé of the Trust in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

WITH RESPECT TO FIRES AND LIGHTS.

106. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure is strictly prohibited.

107. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

108. Fires of coal, charcoal, or coke may be used in the cabins, deckhouses, forecastles and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Port Officer.

109. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours, and for ships' engines for a reasonable period (say three hours) before a ship leaves, and (say two hours) after a vessel is berthed in the Dock.

110. All lights, whether oil lamps or candles, used on board vessels in Dock, except as mentioned in Bye-law 111, shall be in globes or secured lanters.

111. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair, or in duties connected therewith.

112. While any fire or light is lighted, at least one person on board is to be especially charged with the care thereof ; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite, any goods, property, or vessel in the Docks or on the Dock premises.

113. All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made ; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged by the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Master, by 10 o'clock A.M. on the following day.

114. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

114-A. No vessel having on board more than 100 native passengers, who have arrived from or are proceeding to Hodiedah, Camaran, or Jeddah, shall be allowed to enter either of the Wet-Docks.

PENALTIES.

115. Any person convicted of having committed a breach of any of the foregoing Bye-laws shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section* 75 *of Act VI. of* 1879.)

(APPENDIX A.)

(*a*) *For all Vessels.*

To the words " I hereby certify that the above information is correct " the following words should be added :—" that I am aware that there are preferential berths subject to Bye-law No. 25 and that I have received a copy of the Dock Bye-laws."

(*b*) *For Vessels coming into Dock direct from sea.*

The following is to be substituted instead of the first sentence beginning " I have the honor, &c." :—

" I have the honor to forward particulars of the undermentioned vessel, of which I am Master, now in Dock."

The words " has not engaged a steam tug " are to be deleted.

To

THE DOCK MASTER OF THE
PRINCE'S AND VICTORIA DOCKS, BOMBAY.

SIR,

I have the honour to request that the undermentioned vessel, of which I am Master, may be received into Dock on the_____or as soon as practicable.

Name of Ship or Steamer_____

Do. of Owners_____

Description of Cargo_____

Gross Register Tonnage_____

Net do. do. _____

Exact present draught of water to inches_____

Deep load do. do. _____

Ballast do. do. _____

Extreme length of vessel over all, including Bowsprit if any } _____

Do. breadth do. do._____

Has *not** Steam appliances for warping, &c.

Has *not** engaged a Steam Tug.

I hereby certify that the above information is correct, that I am aware that there are preferential berths subject to Bye-Law No. 25, and that I have received a copy of the Dock Bye-Laws.

BOMBAY HARBOUR, } *Master of the*
_____ 18 . } S._____

* These negatives may be erased if necessary.

(APPENDIX B.)

PRINCE'S AND VICTORIA DOCKS OFFICE.

Permit subject to the Bye-laws of the Port Trust.

*Bombay,*_____18 .

The S._____will be received into Dock at about_____M. on the_____ 18 , and should be brought into the Dock Channel under the directions of_____not later than_____M., and will be placed alongside the_____Quay or Wharf at No._____berth.

Dock Master.

To

THE COMMANDER OF THE S._____

By order of the Trustees,

G. MANSON,

Secretary.

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND STORAGE OF MERCHANTS' GUNPOWDER AND OTHER EXPLOSIVES.

Rules made by His Excellency the Right Honourable the Governor of Bombay in Council under Act XII. of 1875.

(Notification No 28 published for general information in *Government Gazette*, dated 26th June 1880.)

1. No vessel having gunpowder or other explosives in excess of 100lbs. weight on board shall come nearer to the shipping or to the Town of Bombay than one mile eastward of the Middle Ground Battery until the excess quantity has been discharged and deposited in the Magazine at Siwri, or such other place as Government may direct, and no vessel shall take on board such excess quantity within the above local limit.

2. When receiving or delivering such gunpowder, ammunition, &c., the master of any vessel is to see that the platform in the vessel's hold, the gangways and combings of the hatchways are covered with tanned hides, or other suitable paddings, and that the barrels or boxes are carefully stowed, the hatches properly secured and locked, and that the key remains in his own possession.

3. A cushion (stuffed with white oakum) covered with leather is to be used for landing all such powder barrels or cases upon, whether in the hold of the vessel or on the warf, when loading or discharging powder.

4. After the vessel has been discharged, the hides, hair cloths, &c., are to be removed, and the hold carefully cleaned out.

5. Every such vessel as last aforesaid when at anchor at night in the road-stead or in the track of shipping is to show a masthead light, and every such vessel when under weigh at night is to show side lights, according to the Admiralty Regulations.

6. Barges, lighters, and vessels carrying such gunpowder or other explosives shall not when at anchor, lie closer to Bombay than one mile eastward of the Middle Ground Battery, nor within half a mile of any of the shipping.

7. When any vessel has such gunpowder, or other explosives on board, a red flag is to be hoisted at the masthead and kept flying until the cargo is discharged. The master and all the crew are to remain on board until the explosive stores are discharged, unless it be necessary to procure water or provisions, in which case notice is to be given to the control officer, but the vessel is not to be left without either the master or a petty officer on board.

8. Vessels, barges, and boats having or taking on board such gunpowder, are to be kept scrupulously clean, and free from loose gunpowder.

9. In shipping or unshipping such ammunition or gunpowder, tanned hides or wadmiltilts, are to be laid over that portion of the vessel over which the cases or barrels pass.

10. All boats laden with such gunpowder or other explosives are to remain at anchor one mile eastward of the Middle Ground Battery, or, in bad weather, half a mile eastward of the shipping off Cross Island, until orders are received to land it.

11. Only deck boats with closed-in hatches under lock and key (the latter to remain in the charge of the Police or other official superintending the discharge of the gunpowder or ammunition) are to be used for the conveyance of such gunpowder or other explosives, and they are to have the word "explosives" in white letters, a foot long, painted on a black ground on each side above the water line, and a red flag is to be kept hoisted during the time any such ammunition, gunpowder, or explosives is or are on board.

12. The consignee, agent, or other persons concerned shall give written notice (forty-eight hours before the expected arrival of any such gunpowder or other explosives) to the Port Officer and to the Superintendent, Water Police, and the latter shall depute a special officer to remain in charge of such gunpowder or other explosives until the same has been deposited in the Magazine.

13. The Port Officer is authorized on occasions when he may deem it expedient, to permit ammunition properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying in the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipment shall be effected under the same precautions and conditions as are prescribed in the rules for the shipment of explosives on board vessels lying to the east of the Middle Ground Battery. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going alongside, and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

By order of His Excellency the Right
Honourable the Governor in Council,

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

Bye-Laws made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI. of 1879, for the safe and convenient use of the Magazine at Sivri for the storage of Gunpowder and other Explosives.

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer

or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the magazine, nor to suffer any person to come within the outer gate who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the magazine.

10. The several persons whose duty obliges them to go into the magazine shall invariably exchange their shoes for magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes, fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the magazine, the door in it, on any person entering, is to be shut before that of the magazine is opened; and the inner door of the magazine is to be shut before the outer one is opened on his going out.

12. The floors of the magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept, and kept free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—Precautions against Fire.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great

distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the magazine.

16. The fire engines, engine hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week to ensure that they are in working order, and that the water-supply is sufficient.

17. The person in charge of the magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the magazine, and that the several pumps and lightning conductors are kept in proper repair, and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately to be made on the department for the repairs to be performed.

III.—Care and Storage of Gunpowder.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows :—

A.—For gunpowder, &c., landed at the magazine for custody pending importation and clearance through the Custom House on payment of duty.

B.—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

C.—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20.—On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon them a note of any discrepancies he may observe for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid, shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the magazine receipt, and no powder shall be allowed to leave the magazine unless the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above, for powder stored under class A, the powder shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder-room.

26. No powder shall be passed out of the magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with Iron nails or there be any iron or anything objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on any account, be opened in the magazine, but, when required, shall be taken to the shifting room which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number of tanned hides or wadmiltilts being placed under the barrels, in order to keep the powder as much as possible from the floors; any loose powder is to be carefully swept up, and not suffered to remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags; and in case any of the heads of the barrels start, they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel from which it is taken. In the journal of issue, the marks, dates, &c., are to be noted as a matter of record.

31. In stacking barrel or cases of powder and ammunition, a space is to be left between them and the wall of the magazine, to allow of a free circulation of air, and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with the powder in barrels. Ammunition for breech-loading small arms, especially which contain its own means of ignition, must not be stowed within the same masonry compartments of the magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store of every consignee is as a rule, to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the magazine.

35*a*. The Trustees will not be answerable for any damage or loss suffered by gunpowder or other explosives while in their magazine, if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been in consequence of want of proper care or attention on the part of the Trustees.

IV.—Cooperage.

36. All tools, instruments, or other articles used in the magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops of the description used for powder barrels, whether loose or otherwise, is forbidden in the magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the person employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred, with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer making the issue is to take care that the contractor by whom the packages are received provides proper conveyance for the same, that the carts or wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

SCALE OF RATES FOR THE WHARFAGE, LANDING AND STORAGE OF GUNPOWDER AT THE TRUSTEES' MAGAZINE AT SIWRI.

	Wharfage.			Landing, storing, and delivering.*			Rent for 6 months or part of 6 months.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Case or Barrel up to 25 lbs.	0	2	0	0	1	6	0	6	0
Do. above 25 lbs. and up to 50 lbs.	0	3	0	0	2	0	0	12	0
Do. above 50 lbs. and up to 100 lbs. ...	0	4	0	0	3	0	1	0	0
For every 25 lbs. additional	0	2	0	0	1	6	0	6	0
Percussion caps and loaded cartridges per cubic foot	0	2	0	0	1	6	0	6	0

* Does not include any charge for boat hire.

Charge for loading and unloading carts, 1 anna per cart.

The following rate in addition to the above rates, will be levied when gunpowder or other explosives are removed from one part of Siwri Magazine to another at the request of the owner, *viz.*, half of the landing, storing and delivering charges.

By order of the Trustees,

G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PILOTAGE BYE-LAWS.

Made by the Trustees of the Port of Bombay under Section 72 of the Bombay Port Trust Act, 1879, and published at page 242 of Part I. of Government Gazette for 1880 (*vide Notification No.* 10, *dated 28th February* 1880).

Prefatory Notes.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office in regard to the Port and Pilotage Departments.

3. There shall also be one or more Dock Masters, who shall be under the control of the Port Officer, and his assistants, and who shall have control over the Harbour Masters and Pilots.

4. Three Master Pilots shall be appointed to be also Harbour Masters, whose duties shall be to carry out the details of the duties belonging to the Port Officer and his Assistant, under the orders of those Officers.

They shall be stationed as follows :—

One at the Port Office, which shall be styled No. 1 Station.

One at the Prince's Dock, to be styled No. 2 Station.

One in charge of the Pilot Schooner, to be styled No. 3, or the Outer Station.

BYE-LAWS MADE BY THE TRUSTEES OF THE PORT OF BOMBAY UNDER SECTION 72 OF THE BOMBAY PORT TRUST ACT, 1879.

Regarding the Duties of Master Pilots or Harbour Masters.

1. *At No.* 1 *Station.*—He shall see that all vessels are properly berthed and moored in the Harbour, and transport such vessels as may be ordered. He shall have the care and inspection of the Light Ships, the Anchor Hoy, and all other vessels, boats and the buoys of the department, and perform the surveying and measuring duties. In the event of fire, he shall attend at the spot thereof with all unemployed Pilots, who are to place themselves under his orders, to render assistance ; and, under the Port Officer, shall have charge of the general conservancy of the Harbour.

2. *At No.* 2 *Station.*—He will, under the orders of the Dock Master, have the control of the positions in which vessels are to be anchored off the Dock Channel and over the approaches to the Dock. He will conduct and direct vessels from the Harbour

through the channel to and from the Docks, and assist in Docking and Undocking vessels, and superintend placing them in their allotted berths. He will superintend all the arrangements, and also prepare and provide all warps, ropes, fenders, tugs, boats, and other appliances in readiness for Docking and Undocking vessels.

3. *At the Outer or No. 3 Station.*—He shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station ; and be responsible and use his utmost endeavours to supply Pilots to in-bound, and to receive Pilots from out-bound vessels. He will keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the harbour of others not required. He will remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Harbour Master in the Fair Season, or during the S. W. Monsoon when relieved by another vessel.

4. Each Harbour Master will keep a Journal or Diary of his daily employment, which shall be submitted for the inspection of the Port Officer on each occasion of the Harbour Master taking up the duties at No. 1 Station, or whenever called for.

5. The Harbour Masters shall undertake the duties at each of the Stations in rotation for such periods as may from time to time be ordered by the Port Officer.

Regarding Pilot Vessels.

6. The Trustees shall provide and maintain such Schooners and other vessels, for conveying Pilots to and from inward and outward bound vessels, as they may from time to time consider to be necessary.

7. Such crews as the Trustees consider to be necessary for the working of the Pilot vessels shall be provided by, and at the expense of, the Trustees.

8. The Pilot Schooner, which shall be painted a black color outside, except a ribbon or band 2 inches wide, close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S. E. 2 miles and the Island of Kundaree bearing S. E. 5 miles, and the position between these bearings shall be known as the Outer Station.

9. A Log or Journal, supervised and countersigned daily by the Harbour Master in charge, shall be kept on Board each Pilot Schooner when working ; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each Pilot at the end of his watch :—

The state of the Weather.

The direction and force of the Wind and Currents.

The readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light Ship.

The depth of water the Schooner is in, and whether she is under weigh or at anchor.

The time of sighting a vessel and the bearing ; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This Log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S. W. Monsoon, and at such intervals during the Fair Season as may be ordered.

10. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the Port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, than the Pilots shall only receive (for division into shares) one half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

11. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port Limits shall be given to the Pilots.

12. Should the Schooner be within moderate distance of inward bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

REGARDING THE PILOTAGE OF STEAMERS UNDER 1,000 TONS REGISTER, THE MASTERS OF WHICH HAVE A PILOT'S LICENSE FOR THE OUTER HARBOUR, *i.e.*, OUTSIDE THE SUNK ROCK LIGHT.

12A.—A steamer of the above description arriving within signal distance during the day will hoist at her fore a blue flag, and a Pilot will be immediately ordered to board her abreast of the Sunk Rock Light. The Pilot will take her to her berth or elsewhere in the harbour as may be required. A steamer arriving at night will hoist two lights at the fore 6 feet apart (red uppermost and white below), when notice will be sent from the Signal Station, Colaba, to Bankshall, for a Pilot who will board her near the Sunk Rock Light and will take her to her berth or elsewhere in the harbour as may be required. Application for a Pilot for steamers of the above description proceeding to sea from the harbour will be received at the Port Office, when the Pilot first in turn will be ordered to take her as far as the Sunk Rock Light, and will here make over charge to the Master and return to shore.

12B.—On the Pilot leaving the vessel outward-bound at the Sunk Rock Light, the steamer should hoist a blue flag at the fore in the day time and two lights, one above the other at the fore, at night as a signal to Pilot Schooner that no Pilot is on board.

12C.—The Master of such a steamer is bound to produce his Pilot's License when demanded. He must hoist his national flag and number on entering the Port, and his national flag on leaving.

REGARDING THE PILOT SERVICE.

13. The Pilot Service shall consist of 15 Licensed Pilots, *viz.* :—

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

14. All Pilots shall hold licenses to perform the duties of a Pilot for the Port of Bombay for the grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

15. The fee for a Pilot license on first appointment shall be Rs. 15, and for the renewal thereof in case of loss, or promotion to a higher shall be Rs. 5.

16. No license shall be renewed, nor another issued to any Pilot until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

17. Promotion to the various grades will generally be given by seniority, but the Trustees reserve to themselves the right of passing over any Pilot.

18. During the absence from any cause for more than one month of one or more Pilots on the permanent list, the Trustees may appoint a like number of Probationers who shall have passed the examination prescribed by bye-law 22 to be Acting Pilots. So long as such Probationers shall remain Acting Pilots, they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

Regarding Probationers for the Pilot Service.

19. Such number of Probationers, not exceeding four, may be entertained as may from time to time be considered necessary.

20. To be eligible for admission to the Pilot Service, Candidates must be British subjects, and at least 21 years of age. They must hold certificates of good conduct, character and ability, and must undergo an examination by, and produce a certificate from, the Medical Officer appointed by the Trustees that they are physically fit, and are of a sufficiently hardy or strong constitution to perform a Pilot's duty, and that they, to all appearance, enjoy good health. They must also produce certificates of having passed an examination in distinguishing primary colours.

21. The Port Officer shall have the appointment of Probationers subject to the approval of the Trustees.

22. Any Probationer may, with the sanction of the Port Officer, go before the Examining Committee, and if he passes he will be eligible for appointment as a Third Grade Pilot when a vacancy occurs.

23. A Probationer not passing the required examination to qualify for performing a Pilot's duties within 6 months after the date of his appointment, shall be liable to be struck off the list.

Regarding the Examination Board.

24. The Examiners of Pilots shall be—

The Port Officer or his Assistant or a Dock Master.
One Harbour Master.
One First or Second Grade Pilot.
Lloyd's Marine Surveyor (who shall receive a fee of One Gold Mohur for each Pilot examined).

General Rules for the Guidance of Pilots.

25. As all the various duties connected with the Department cannot be completely detailed in these Regulations, it is hereby directed that every verbal order or instruction given by the Port Officer and the Officers of his Department (including the Dock Masters), be promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all Circulars and Orders issued from time to time for guidance in connection with their duties.

26. No Pilot shall absent himself from his station or from his duty without permission, except in case of sickness which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

27. An officer will be appointed by the Trustees to afford medical aid to Harbour Masters, Pilots, and Probationers, free of charge.

28. When Pilots are on board the Schooners they shall be under the authority of the Harbour Master in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner, at which they must assist, or as to boarding vessels.

29. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a Book kept for that purpose; all unemployed Pilots will attend at the Office from 10 to 11 A.M. and from 4 to 5 P.M., daily, for any orders.

30. Pilots shall conduct themselves on all occasions in an orderly and civil manner; when in charge of vessels they should meet the wishes of Commanders when the safety of the vessel is not involved thereby, or will not lead to inconvenience, nor to the infringement of orders received from the Department.

31. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button, if required, close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

32. Pilots should invariably appear respectably and neatly dressed.

33. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient Watch and pair of Binoculars; also his License, a Tide Table, the Port, Pilotage and the Wet Dock Regulations.

34. It is the duty of Pilots to take Steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible and reasonably distant objects discernible; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels underweigh when the lights cannot be seen, and whilst underweigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at Signal

Stations on shore, at Light Vessels, and on board the Pilot Schooners are to be observed and attended to. Pilots are forbidden to bring sailing ships among the shipping at night, but there is no objection, if every precaution is taken, to sailing ships being taken to outside berths on clear moonlight nights, all prevailing circumstances being favourable.

35. Immediately after any vessel may have caused or sustained damage, touched the ground, or got on shore while in their charge, pilots shall furnish a clear and explicit report of the same to the Port Officer; such report should state the causes, in the Pilot's opinion, of such accident, damage or grounding; time of occurrence thereof, bearings of known objects; means used to get the vessel afloat, or clear; state of wind, weather and tide; length of time the vessel lay on the ground or in collision, and nature of the ground; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot; unless prevented by circumstances the Pilot will present the report personally, and he shall not, after an accident has occurred and damage been caused or sustained, take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

36. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. An Arrival Report containing intelligence of exceptional importance, and the Arrival Reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board should be forwarded direct to the Port Officer; in all other cases the report should be left at the Office.

37. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Harbour Master in charge) but are to be sent in to the Office by the first opportunity.

38. In cases of fire or other accidents afloat the Pilots off duty shall immediately attend at the Port Office to receive orders.

39. Whenever any of the Harbour, Shoal or Mooring Buoys are missing, injured, or out of their proper places; or if any vessel is placed improperly as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstances out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board the same should be reported to the Port Officer without delay.

40. When passing any vessel of War, it is the Pilot's duty to request the Master to dip the colours; and on the approach of any Man-of-War or other Government Boat to board to 'have the vessel to,' or to cause the speed thereof to be sufficiently checcked (when it can be done with safety) to enable the boat to get alongside without loss of time.

41. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the

execution of their duty ; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

42. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a Tavern or Lodging House, or in any way retail Wines or Spirits.

43. No Pilot shall claim salvage without the consent of the Trustees.

Regarding Anchoring and Mooring.

44. The practice of making a running moor must never be resorted to when it can possibly be avoided.

45. All vessels shall be moored, as a general rule South-South-West and North-North-East ; between the 15th of September and the 15th of May there shall be 45 fathoms of cable to the hawse each way ; between the 15th of May and the 15th of September there shall be 60 fathoms of cable on the flood or South-West anchor, and 45 fathoms on the ebb or North-East anchor, to the hawse ; and all vessels shall be berthed in a sufficient depth of water to enable them to load to their deepest draught without touching the ground, and in a position where they will swing clear of all other vessels, fixed moorings, shoals, and buoys.

46. Vessels which are intended and are ready on arrival to be placed in Wet Dock, but which cannot enter the Dock until the next flood-tide, will be placed at single anchor off the Dock channel, or as near thereto as their draught of water will admit ; and will, if necessary, after receipt of an order from an Officer of the Department, be left by the Pilot in charge of the Commander ; but in no other case shall a Pilot quit an in-bound vessel after once taking charge until after it has been received into Dock or is properly berthed in the harbour.

47. Vessels intended to be placed in Wet Dock, but which on arrival are of heavier draught than the depth of water at the Dock Entrance will admit, or from other circumstances may not be able to enter the Dock within 24 hours, shall be moored or placed at single anchor in the harbour as may be ordered.

48. Vessels arriving with or taking in Gunpowders shall be anchored not nearer than one mile South-East from the Middle Ground Battery, or in stormy unsettled weather not nearer than one mile from the Easternmost shipping and Cross Island, not bearing to the Westward or North-West.

49. Vessels arriving with or taking in Dynamite, Nitro-glycerine, or other explosives shall, in the absence of special orders, be anchored not nearer than one and a half miles South-Eastward of the Sunk Rock Light.

50. Vessels remaining below the Middle Ground over 24 hours shall be moored, unless the Commander signifies in writing his readiness to take charge of the vessel at single anchor.

Regarding Unmooring and Transporting.

51. The transporting duties will, when practicable, be performed by the Harbour Masters, but any excess will be conducted by the Pilots in rotation for duty.

52. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go; that the cable is ranged, bitted, and clear for running, and on a 'non-self-fleeting windlass,' that the chain is fleeted close over when the anchor is 'short a peak' (so as to bring it well up clear of the ground) before weighing the last anchor.

53. On no account shall any vessel be moved to another part of the harbour without there being a sufficient number of seamen on board (European or Native) to perform any duty which may be required, and no vessel should be moved underweigh unless the Master thereof is on board. In the event of the Master leaving the actual command of the vessel before the operation of moving is complete, the pilot should anchor the vessel in the safe position most easily reached, and wait for the return of the Master to his command before going on with the moving. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours, and Rs. 20 for every 12 hours, or part thereof in excess of 12 hours, that the Master is absent from, and the Pilot is in attendance upon, the vessel.

Regarding Outward Pilotage.

54. On taking charge of an outward-bound vessel the Pilot should not get the vessel underweigh unless the Master is on board in actual command. In the event of the Master leaving the actual command of the vessel before reaching such a position that the Pilot's services would be no longer necessary, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding to sea. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours, and Rs. 20 for every 12 hours, or part thereof in excess of 12 hours, that the Master is absent from, and the Pilot is in attendance upon, the vessel. The Pilot will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and freeboard, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in Departure Report.

55. In working out of the harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

56. Unless under circumstances of unavoidable necessity, no Pilot shall without his consent be taken to sea beyond the limits of the Port or of the Outer Station in any vessel whatever; and every Pilot so taken under circumstances of unavoidable necessity, or without his consent, is entitled, over and above his share of the Pilotage fees, to receive from the ship as follows :—

If a 1st Grade Pilot, Rs. 12 per diem.
If a 2nd Grade „ „ 10 „
If a 3rd Grade „ „ 8 „

in addition to board and lodging, to be computed from and inclusive of the day on which the ship passes the limits of the Port up to and

inclusive of the day of his being returned in the said ship to within the limits of the Port, or up to and inclusive of such day as will allow him, if discharged from the ship, sufficient time to return thereto; and in his last case he is entitled to his reasonable travelling expenses.

57. When an outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

REGARDING INWARD PILOTAGE.

58. Before boarding a vessel the Pilot will ascertain whether there is, or has been during the voyage, any infectious disease on board. If there is, or has been, and the disease be of a severe nature such as plague, yellow fever, cholera, small-pox or measles, he will, except as hereinafter provided, direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; provided that if the cases of cholera, small-pox or measles do not exceed, or have not during the voyage exceeded, two, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect. The Pilot will not take charge of a vessel unless the Master is on board and in actual command. In the event of the Master leaving the actual command of the vessel before she is moored, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours and Rs. 20 for every 12 hours, or part thereof in excess of 12 hours, that the Master is absent from and the Pilot is in attendance upon the vessel.

59. In the event of the Pilot having boarded, a vessel which requires to be placed in quarantine, he will remain on board till the vessel obtains Pratique.

60. The Pilot will, on boarding, note the time, the bearing, and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water, entering the same in the Arrival Report; see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed, if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

61. When there are despatches on board for Government, or Post Office Packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

62. Harbour Masters and Pilots will be provided with a distinguishing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations, or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose :—

Harbour Masters	1—Flag B. 2—Pennant—C. 3— Do. —D.
1st Grade Pilots	1—Pennant—F. 2— Do. —G. 3—Flag—H. 4—Do. —I. 5—Do. —K.
2nd Grade Pilots	1—Flag—L. 2—Do. —M. 3—Do. —N. 4—Do. —P. 5—Do. —Q.
3rd Grade Pilots	1—Flag—R. 2—Do. —S. 3—Do. —T. 4—Do. —V. 5—Do. —W.

On Pilots boarding vessels requiring to be taken into the Prince's Dock (as soon as the vessel's number has been repeated or replied to at the Outer Signal Station) the signal C. S. R. M. and the vessel's draught of water is to be hoisted, which will be telegraphed from the signal and Port Stations, and arrangements will be made to take the vessel into Dock, if the tide serves ; if not, the rendezvous flag will be displayed under the Pilot's distinguishing flag at the Dock Flag Staff, and the vessel is to anchor off the Channel.

In the bye-laws providing for the Master being on board vessels entering, leaving or moving in the harbour, the word "Master" will be held to include the 1st or other officer duly authorized to act for the Master owing to his death or illness incapacitating him from performing the duties of his office.

Regarding Pay.

63. The gross receipts for Pilotage shall, on and after 1st September 1887, be divided as follows :—

54½ per cent. to be distributed amongst the Harbour Masters and Pilots according to the following scale :—

(*a*) 2 per cent. on the gross amount of 'Inward' Pilotage fees of vessels supplied with Pilots by the outer Station Schooner shall be paid to the Harbour Master according to the time that he may have been in command, *e.g.*, if one had command for 8 days; another for 10 days, and the 3rd for 12 days in a month of 30 days, they would be paid $\frac{8}{30}$ths, $\frac{10}{30}$ths, and $\frac{12}{30}$ths respectively of 2 per cent. of the 'Inward' Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for that month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a Harbour Master shall afterwards pilot the vessel through the Channel into Dock, then such Harbour Master shall receive 10 per cent. of the Pilot's share of the Pilotage of such vessel.

(*c*) A Harbour Master transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the 'transporting fee.' In the event of a Harbour Master's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(*d*) Such allowances as may be due, under the rules, shall be paid to the Pilots on leave.

(*e*) After the above payments have been made the remainder shall be distributed amongst the Pilots in the following proportions:—

5 First Grade Pilots shall receive $\frac{8}{15}$ shares.
5 Second Grade do. do. $\frac{4}{15}$,,
5 Third Grade do. do. $\frac{3}{15}$,,

64. In calculating the pay accruing the Pilots regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculations shall be made according to the following examples :—Take the receipt from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward, and Rs. 5,000 for Outward Pilotage, and, the Pilots Establishment being kept up at its full strength, take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500, in the following proportions :—

Pilot A	...Rs. 800	
,, B	,, 900	
,, C	,, 600	
,, D	,, 500	
,, E	,, 700	
		3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300, in the following proportions :—

Pilot F	...Rs. 700	
,, G	,, 600	
,, H	,, 500	
,, I	,, 600	
,, J	,, 900	
		3,300

By 5 Third Grade Pilots from vessels on which the Pilotage amounted to Rs 3,200, in the following proportions :—

Pilot K	...Rs. 800	
,, L	,, 600	
,, M	,, 500	
,, N	,, 700	
,, O	,, 600	
		3,200
	Rs.	10,000

The amount divisible amongst the whole of the Pilots would, under Rule 63, be 54½ per cent. of the gross earnings, which is Rs. 5,450, which would be divided as follows :—

2 per cent. of gross Inward Pilotage to Harbour Masters ... ...Rs.	100	0	0
$\frac{8}{15}$ths of balance, *e.g.*, Rs. 5,450—Rs. 100=Rs. 5,350, to 5 First Grade Pilots ... ... ,,	2,140	0	0
$\frac{4}{15}$ths do. do. 5 Second Grade do. ... ... ,,	1,783	5	4
$\frac{3}{15}$ths do. do. 5 Third Grade do. ... ... ,,	1,426	10	8
Rs.	5,450	0	0

The $\frac{4}{15}$ths shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 2,140, what will A's share of gross earnings, *i.e.*, Rs. 800 give ?

					Ans., Rs.			
B's	do.	do.	Rs. 900	,,	,,	489	2	3
C's	do.	do.	,, 600	,,	,,	366	13	9
D's	do.	do.	,, 500	,,	,,	305	11	5
E's	do.	do.	,, 700	,,	,,	428	0	0
			Rs. 3,500			Rs. 2,140	0	0

According to the same method of calculation the $\frac{3}{15}$ths shares divisible amongst the 2nd Grade Pilots would give :—

Pilot F on his	Rs. 700	of earnings,	Rs. 378	4	6
,, G	,,	,, 600	,,	,,	324	3	11
,, H	,,	,, 500	,,	,,	270	3	3
,, I	,,	,, 600	,,	,,	324	3	11
,, J	,,	,, 900	,,	,,	486	5	9
		Rs. 3,300		Rs. 1,783	5	4

And the $\frac{4}{15}$ths shares divisible amongst 3rd Grade Pilots would give—

Pilot K on his	Rs. 800	of earnings	Rs. 356	10	8
,, L	,,	,, 600	,,	,,	267	8	0
,, M	,,	,, 500	,,	,,	222	14	8
,, N	,,	,, 700	,,	,,	312	1	4
,, O	,,	,, 600	,,	,,	267	8	0
		Rs. 3,200		Rs. 1,426	10	8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 63.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of there being one or more vacancies in any grade or grades, the average share of the earnings accuring on account of such vacancy or vacancies should be added to the sum divisable amongst the running pilots in the proportion that their pay bears to each other in bye-law No 85.

65. Any personal servants required by Harbour Masters or Pilots, on board Schooners or other vessels employed in the conveyance of Pilots, shall be provided by the Harbour Master, or Pilots themselves with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

66. Any sums retained from the Pilots under bye-laws 10 and 11, also the amount of all Fines and the Fees for Licenses recovered from Pilots, shall be credited to the Trustees' share of pilotage earnings.

67. A statement of the Pilotage receipts shall be made up by the Trustees every month, and the amount payable to the Pilots shall be distributed in the month succeeding that during which it shall have been received by the Trustees.

Regarding Leave.

68. Leave of absence can never be claimed absolutely as of right ; it will only be granted when the exigencies of the Service permit.

69. Leave on Medical Certificate may be granted for two years in all, but not for more than one year at one time.

70. A Pilot on leave on Medical Certificate is entitled to the half pay of his substantive grade.

71. Leave on private affairs may be granted, without pay, for any term not exceeding one year at one time, provided the Pilot or Harbour Master has completed 3 year's service; such leave may be repeated after intervals of six years, but shall not be cumulative.

72. Leave on Medical Certificate does not count as qualifying for leave on private affairs under the foregoing rule.

73. Privilege leave on full pay of the grade in which a Pilot or Harbour Master holds substantive rank may be granted as follows:— After 11 months' uninterrupted duty, for not more than one month; after 22 months' uninterrupted duty, for not more than 2 months; after 33 months' uninterrupted duty, for not more than 3 months, provided that this description of leave shall not be cumulative for more than three months.

74. Privilege Leave cannot be taken during the monsoon months, *i.e.*, between 1st June and 30th September.

75. Privilege leave may be taken, at the discretion of the Trustees, in separate instalments. No second instalment shall be taken until after the completion of six months' continuous duty from the expiry of the previous instalment. In this case the period qualifying for fresh privilege leave will be reckoned from the expiry of the first instalment, the period of the second instalment being omitted from the calculation.

76. If a Harbour Master or Pilot shall over-stay his privilege leave, he shall forfeit all salary during the time of his remaining so absent; and if he so continue absent more than one week in excess of his leave, his office shall become vacant.

77. But the Trustees may exempt a Harbour Master or Pilot from the incidence of the last rule should they consider that his absence has been prolonged beyond his leave by circumstances over which he had no control, and which he could not be expected to foresee.

78. Privilege leave cannot be taken in continuation of sick leave or leave on private affairs, or *vice versa*.

79. On promotion to a higher grade during privilege leave, payment of the higher salary shall be made from the date of promotion, provided that it does not involve any increase or change of duties or responsibilities.

80. Casual leave may be granted at the discretion of the Port Officer for any period not exceeding 10 days at one time, and not exceeding 20 days in any one calendar year; such leave is not admissible in extension of leave of any other description; being unofficial and of a temporary nature, it does not disqualify a Harbour Master or Pilot for other leave, and it carries with it the same pay that he would receive if on privilege leave.

81. Allowance during privilege leave or casual leave shall be payable from the fund from which the pay of the person absent on leave is payable; and in the case of a Pilot, such allowance shall be calculated at the proportionate rate of earnings of the grade to which he shall belong.

82. Leave on private affairs may be granted in continuation of leave on medical certificate, and any leave granted under these rules may be retrospectively changed for any other kind or amount of leave which might at first have been granted.

83. Leave without pay cannot be converted retrospectively into leave on medical certificate; but leave on medical certificate may be given in continuation of leave without pay.

84. Absence without leave, or after the end of leave (excepting privilege leave, in which case a week's grace is allowed), involves loss of appointment.

85. For the purposes of the Leave Rules the pay of the several grades of the Pilot Service shall be taken to be as follows :—

Harbour Master.....	Rs.	450 per mensem.
1st Grade Pilot	,,	400 ,,
2nd ,, ...	,,	330 ,,
3rd ,, ...	,,	265 ,,

Under the provisions of Sections 42 and 61 of the "Indian Ports Act, 1875," the following scale of Pilotage and Transporting fees on Merchant Ships and Steamers at the Port of Bombay and the following Rules with reference thereto have been sanctioned, the same to come into effect on and after 1st September 1887 :—

Pilotage.

On Merchant vessels for net Registered Tonnage.	Steamers.		Sailing Ships.	
	Fair Season.	S. W. Monsoon Season.	Fair Season.	S. W. Monsoon Season.
Tons. Tons.	Rs.	Rs.	Rs.	Rs.
From 100 to 300	25	37	41	62
,, 300 ,, 400	27	40	45	66
,, 400 ,, 500	30	42	49	70
,, 500 ,, 600	32	45	54	74
,, 600 ,, 700	35	47	58	78
,, 700 ,, 800	37	49	62	82
,, 800 ,, 900	40	52	66	87
,, 900 ,, 1,000	42	54	70	91
,, 1,000 ,, 1,100	45	57	74	95
,, 1,100 ,, 1,200	47	59	78	99
,, 1,200 ,, 1,300	49	62	82	103
,, 1,300 ,, 1,400	52	64	87	107
,, 1,400 ,, 1,500	54	67	91	111
,, 1,500 ,, 1,600	57	69	95	115
,, 1,600 ,, 1,700	59	72	99	120
,, 1,700 ,, 1,800	62	74	103	124
,, 1,800 ,, 1,900	64	77	107	128
,, 1,900 ,, 2,000	67	79	111	132
,, 2,000 ,, 2,100	69	82	115	136
,, 2,100 ,, 2,200	72	84	120	140

and an increase of Rs. 4-2 for every 100 tons or part of 100 tons, on sailing ships, and Rs. 2-8 for every 100 tons, or part of 100 tons, on steamers above this tonnage during the fair season; and in addition thereto an extra rate of Rs. 20-10 on sailing ships and Rs. 12-6 on steamers during the South-West monsoon.

NOTE.—Fractions of a rupee amounting to 8 annas and under will not be charged; over 8 annas will be charged as one rupee.

Transporting Fees.

For Sailing Vessels—

1,500 tons and upwards	...Rs. 30
1,000 tons to 1,500 tons	... ,, 25
Under 1,000 tons	... ,, 20

For Steamers using their own engines—

From one berth to another south of Cross Island or to or from any of the Docks or to any berth north of Cross Island, of *vice versa* ...	... ,, 20
Transporting north of Cross Island... ...	... ,, 15
Sailing Ships of Steamers towed to or from any Dock north of Cross Island from or to fixed moorings north of Cross Island will be charged	... ,, 15

A Steamer towed will be charged at Sailing Ship rates.

Pilotage and Transporting fees are levied on Indian Government vessels on the same scale as on merchant vessels.

A Piolatage fee shall be held to cover the services of a Pilot for all duties connected with the movement and anchorage of a vessel for a period of at least 12 hours from the time of joining the vessel if his services are required for so long.

If a pilot, after having been applied for, goes on board and the vessel is not ready to proceed to sea, or to move from one part of the Harbour to another part, or to Dock, as the case may be, the same day, a fee of Rs. 20 will be charged as "Pilot's attendance."

When a Pilot is appointed to transport a vessel into Dock, and it does not enter the Dock the same day, if through no fault of the Pilot, a second Transporting fee will be charged, if the vessel is docked by the Pilot on the following or on any subsequent day.

For vessels (steamers) of under 1,000 tons burden (registered) whose masters have obtained a Pilot's license for the Outer Harbour, half Pilotage fees only will be charged when the said Masters pilot their steamers from or to the Sunk Rock Light.

SPECIAL PILOTAGE.

For taking a vessel to Hog Island, Butcher's Island, or Nocar Point, a single Pilotage fee shall be charged instead of transporting.

For vessels proceeding on a trial trip, a single Pilotage fee shall be charged instead of transporting.

Vessels arriving with gunpowder, if not moored in the Harbour on the day of arrival, shall pay an attendance fee of Rs. 20.

The South-West monsoon season commences on the 1st June and terminates on the 30th September in each year.

The following is the scale of Pilotage and Transporting fees on British and Foreign Men-of-War, levied under Rule Ordnance and Regulation I. of 1820 and Government Resolution No. 1136, Marine Department, dated 3rd August 1876 :—

	Pilotage.			Transporting.	
	Fair Season.	Monsoon.		Fair Season.	Monsoon.
	Rs.	Rs.		Rs.	Rs.
Ships of the Line or of 50 Guns	100	140	Men-of-War or Ships of the Line, hauling in or out of Dock....	100	140
Frigates or Sloops of War	75	100	Frigates and Sloops of War, hauling in or out of Dock	50	75
Brigs, Schooners, &c...	50	75	Gun Vessels and all other vessels below the class of Sloops of War, hauling in or out of Dock	30	30

The following additional Bye-laws made by the Trustees of the Port of Bombay under the provisions of Section 72 of the Bombay Port Trust Act, 1879, have received the approval of Government as required by Section 74 of the aforesaid Act :—

Pilots for Special Dock Duties.

1. In addition to the Pilot Service constituted under Bye-law 13 made under Section 72 of the Bombay Port Trust Act, 1879, the Trustees may appoint and license any person as a "Special Dock Pilot" to Pilot vessels belonging to any private Company who own or who are the lessees of Graving Docks at Mazagon or at Hog Island in that part of the harbour which lies to the north of Cross Island between the fixed moorings belonging to any such private Company (duly laid and maintained under the written special permission of the Trustees) and from and to such moorings, to and from the Graving Docks belonging to any such Company, and also to pilot any vessels requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island, provided that no person shall be so licensed and appointed unless he shall be authorized by Government under the provisions of the Indian Ports Act to pilot vessels.

2. Every such Special Dock pilot shall hold a license to pilot vessels belonging to the Company mentioned in such license, only in that part of the harbour which lies north of Cross Island between the fixed moorings of such Company and from and to the moorings to and from the Graving Docks belonging to or leased by such Company, and also to pilot any vessel requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the

Hydraulic Lift Dock at Hog Island, and which license shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

3. The fee for a Special Pilot's license shall be Rs. 5 to be paid by such Special Pilot to the Port Trustees.

4. To be eligible to be licensed and appointed as a Special Pilot, every candidate must be a British subject and at least 21 years of age, and must possess a certificate of competency in the Merchant's service of a grade not lower than that of First Mate, and must pass an examination as to his knowledge of the duties appertaining to the office of such Special Pilot before the Examination Board hereinafter named, and must produce a certificate from such Examination Board that he is duly qualified to perform such duties.

5. The fee for every candidate for examination shall be Rs. 20 to be divided between the two members of the Examination Board.

6. The Examination Board shall consist of the Port Officer or his Assistant, as President, one Harbour Master and one First Grade or second Grade Pilot as members.

7. Every such Special Pilot, before he allows any vessel to be moved, shall give at least four hours' notice in writing to the Port Officer at the Port Office between the hours of 10 A.M. and 5 P.M. on week days of the intended movements of such vessel, specifying the time of such intended movements, and in the event of the Port Officer, Master Attendant, or their Assistant or Harbour Masters not signifying their dissent before the time stated in such notice for the movement of such vessel such Special Pilot may proceed with such removal, but not otherwise.

8. Every Special Pilot so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and Master Attendant, and his or their Assistant, and of the Harbour Masters in all respects relating to his said duties as such Special Pilot, and every verbal order or instruction given by the Port Officer or Master Attendant or his Assistant or by any of the Harbour Masters or other officers of the Department must be promptly attended to and carried into effect by such Special Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

9. No Special Dock Pilot so to be licensed and appointed shall in any case pilot any vessel except :—

(1) vessels belonging to the Company mentioned in the license in that part of the harbour only which lies to the north of Cross Island and only between the fixed moorings to or from the Graving Docks belonging to or leased by such Company at Mazagon or at Hog Island ; or

(2) vessel requiring to use, or which may have just previously used, the Hydraulic Lift Dock to or from the Hydraulic Lift Dock at Hog Island in that part of the harbour only which lies to the north of Cross Island.

10. No Special Pilot shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh

when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

11. Each Special Pilot shall be provided with such distinguishing flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag vessels of which he is in charge.

12. The following Bye-laws made under Section 72 of the Port Trust Act shall apply to Special Pilots, and be regarded by them, viz., Bye-law 35 from the commencement down to the word "personally;" Bye-laws 43, 52; Bye-law 53 from the commencement down to the words "before going on with the moving;" and save as aforesaid none of the said Bye-laws shall apply to Special Pilots to be licensed as aforesaid.

13. No Special Dock Pilot so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no Pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Special Pilot or other person, for rendering his services as such Special Pilot, and no Special Pilot shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such special license may have been granted.

14. In the event of any Special Dock Pilot disobeying or infringing any of the aforesaid Bye-laws, he shall be liable to a fine of Rs. 200 for every such offence, or to suspension or to deprivation of license, or both, or otherwise, for every such offence as to the Trustees may appear expedient, and as is enacted under section 72 of the Bombay Port Trust Act VI. of 1879.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Sanctioned under Section 43, "Bombay Port Trust Act, 1879."

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	4	0	0	4	0	1	Acids, *viz.*:—Carbolic, Citric, Gallic and Tannic.	Case	0	5	0	0	5	0
0	2	0	0	2	0	2	Do. do. do. ...	Drum	0	2	0	0	2	0
0	4	0	0	4	0	3	All other Acids	Case	0	9	0	0	9	0
0	3	0	0	3	0	4	Do. do.	Half case	0	6	0	0	6	0
0	2	0	0	2	0	5	Do. do.	Drum	0	5	0	0	5	0
0	1	0	0	0	6	6	Aerated Waters	One dozen	0	1	3	0	1	3
0	3	0	0	4	0	7	Ale, Beer, Porter, and Cider in wood	Hogshead	0	7	0	0	7	0
0	0	6	0	0	3	8	Do. do. do. in bottles	One doz. qts or 2 doz. pints	0	1	6	0	1	6
0	2	0	0	2	0	9	Do.	Kilderkin	0	3	6	0	3	6
0	1	0	0	1	0	10	Do.	Firkin	0	2	0	0	2	0
0	8	0	0	8	0	11	Almonds	Ton	1	12	0	1	12	0
0	8	0	0	8	0	12	Alum	Do.	1	4	0	1	4	0
0	12	0	0	8	0	13	Anchors	Do.	1	12	0	1	12	0
						14	Do.	Coolie-load	0	2	0	0	2	0
0	1	0	0	2	0	15	Apparel, not accompanying passengers	Case or package	Measurement.					
0	8	0	0	8	0	16	Arrowroot, country	Ton	2	4	0	2	4	0
Measurement.						17	Do. foreign	Case or package	Measurement.					
Do.						18	Arsenic...	Package	Do.					
0	8	0	0	4	0	19	Asphalte	Ton	1	12	0	1	12	0
0	8	0	0	12	0	20	Assafœtida, refined	Do.	4	0	0	4	0	0
0	2	0	0	2	0	21	Do. do.	Case or package	0	6	0	0	6	0
0	8	0	0	12	0	22	Do. coarse	Ton	2	0	0	2	0	0

23	Attar—*see* Oils, perfumed.							
24	Ballast and Kentledge by cart						Ton	0 4 0
25	Do. by lighters to or from Port Trust Bandars...							Free.
26	Bangles, foreign	0	2	0	0	2	0	...
27	Bardans	0	1	0	0	1	0	Case
28	Baskets, cane	0	1	0	0	0	6	Bundle or package
29	Beads in cases	0	2	0	0	2	0	Dozen
30	Beeda-nuts—*see* Myrabolams.							Case
31	Beef and Pork	0	3	0	0	4	0	Tierce
32	Do.	0	2	0	0	2	0	Barrel
33	Beer—*see* Ale.							
34	Beeswax	0	1	0	0	2	0	Package
35	Betel-nut	0	8	0	0	8	0	Ton
36	Bhang	1	0	0	0	8	0	Do.
37	Bicycles, Tricycles, Velocipedes	0	8	0	0	4	0	Each
38	Billiard Tables	6	0	0	4	0	0	Do.
39	Biscuits, ship	0	8	0	0	6	0	Ton
40	Do. in cases	Measurement.						Case
41	Do. in tins, loose	0	1	0	0	1	0	One dozen
42	Bloodstones, Cambay stones, and goldstones ..	0	1	0	0	1	0	Case or package
43	Boats, ordinary ships'	Special.						Each
44	Boilers	Do.						...
45	Bones, bone dust and meal...	0	12	0	0	8	0	Ton
46	Books	Measurement.						Case or package
47	Boots and Shoes, foreign	Do.						Do.
48	Borax, unrefined	0	8	0	0	8	0	Ton
49	Bottles, empty, Medicine Phials	Measurement.						Case or package
50	Do. do. quarts	0	2	0	0	2	0	Gross
50*a*	Do. do. pints	0	2	0	0	2	0	Do.
50*b*	Do. do. of smaller size than pints ...	Measurement.						Case or package
51	Bran	0	8	0	0	6	0	Ton
52	Brass Leaves—*see* Orsidue.							
53	Brass of sorts and Brassware	0	8	0	0	6	0	Ton
54	Do. do. when no weight given ...	Measurement.						...
55	Bricks, Bath	0	0	6	0	0	3	Dozen
56	Do. Fire	0	8	0	0	6	0	Ton
57	Buckets, iron	0	1	0	0	1	0	One dozen
58	Bullion, Specie, Gold and Silverware, Plate, &c.	0	8	0	0	8	0	Box or case
59	Camphor	0	8	0	0	8	0	Ton
60	Camphorwood Drawers and Boxes	0	2	0	0	2	0	Each case
								Same rates as Machinery.
								Ton
								Case or package
								Do.
								Ton
								Case or package
								Gross
								Do.
								Case or package
								Ton
								Ton
								...
								Dozen
								Ton
								One dozen
								Box or case
								Ton
								Each case

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	1	0	0	0	6	61	Candles...	Cwt.	0	4	0	0	4	0
						62	Canes—*see* Rattans.							
0	2	0	0	2	0	63	Canvas	Bale	0	8	0	0	8	0
0	1	0	0	0	6	64	Do.	Bolt	0	2	6	0	2	6
0	2	0	0	2	0	65	Cardboards, Strawboards	Case or bale	0	6	0	0	6	0
0	3	0	0	2	0	66	Carpets, woollen or foreign	Case or package	0	11	0	0	11	0
0	3	0	0	2	0	67	Do. cotton	,,	0	6	0	0	6	0
0	1	0	0	2	0	68	Cardamoms	Cwt.	0	4	0	0	4	0
						69	Do. bastard—*see* Spices.							
3	0	0	2	8	0	70	Carriages, four-wheeled	Each	10	0	0	10	0	0
2	0	0	1	4	0	71	Do. two-wheeled	,,	8	0	0	8	0	0
0	8	0	0	8	0	72	Cassaware	Ton	2	0	0	1	12	0
0	1	0	0	1	0	73	Casks and hogsheads, empty	Each	0	2	6	0	2	6
0	0	9	0	0	6	74	Do. do. half and quarter ...	,,	0	1	3	0	1	3
0	2	0	0	1	6	75	Butts, pipes and puncheons...	,,	0	3	6	0	3	6
0	8	0	0	6	0	76	Cement...	Ton	1	2	0	1	2	0
0	8	0	0	6	0	77	Chalk	,,	1	6	0	1	6	0
Measurement.						78	Cheese, in cases	Case	Measurement.					
0	0	6	0	0	3	79	Do. loose	Each	0	0	6	0	0	6
						80	Chemicals—*see* Drugs and Medicines.							
0	8	0	0	8	0	81	Chillies, dried	Ton	1	2	0	1	2	0
0	8	0	0	8	0	82	China, copper cash	,,	1	12	0	1	12	0
0	6	0	0	3	0	83	Do. white copperware	Case	0	8	0	0	8	0
0	3	0	0	2	0	84	Do. garden seats	Each	0	4	0	0	4	0
Measurement.						85	Do. and Japanware	Case	Measurement.					
0	1	6	0	0	9	86	Do. ware in rolls, large	One doz.	0	6	0	0	6	0
0	1	6	0	0	6	87	Do. do. small...	,,	0	3	0	0	3	0
0	1	0	0	0	6	88	Do. preserves, chow-chow, &c.	Case of over ½ doz.	0	5	0	0	5	0

0	1	0	0	0	3	89	Do. do. do. *	Case of ½ doz. and under	0	3	0	0	3	0
0	8	0	0	8	0	90	Do. Roots	Ton	2	0	0	2	0	0
Measurement.						91	Cigars or Cheroots	Case	Measurement.					
0	8	0	0	8	0	92	Clay, China and fire	Ton	2	0	0	2	0	0
0	3	0	0	2	0	93	Clocks	Case of under 8 c. ft.	0	8	0	0	8	0
0	6	0	0	4	0	94	Do.	Case of over 8 c. ft.	0	14	0	0	14	0
						94a	Clove stems	Ton	1	4	0	1	4	0
0	8	0	0	2	0	95	Coal, coke, cinders, ashes, patent fuel, dust and rubbish	Ton	0	14	0	0	14	0
						95a	Coal, coke in bags with minimum charge of 2 as. per bag	,,	0	10	0	0	10	0
0	3	0	0	2	0	96	Cocoanuts	1,000	0	8	0	0	8	0
0	1	3	0	1	0	97	Cochineal	Cwt.	0	3	3	0	3	3
0	8	0	0	8	0	98	Coffee	Ton	1	8	0	1	4	0
0	1	6	0	1	0	99	Coins, copper	Box or package	0	3	0	0	3	0
						100	Do. gold and silver—*see* Bullion.							
0	8	0	0	8	0	101	Coir, fibre	Ton	1	9	0	1	9	0
0	3	0	0	2	0	102	Do. pressed	Bale	0	3	6	0	3	6
0	12	0	0	8	0	103	Do. rope, cable, cordage, and yarn ...	Ton	1	4	0	1	4	0
0	8	0	0	8	0	104	Colomba-root	,,	2	0	0	2	0	0
Measurement.						105	Confectionery	Case	Measurement.					
0	12	0	0	6	0	106	Copper sheets	Ton	2	0	0	1	12	0
0	8	0	0	6	0	107	Do. cakes, slabs or tiles	,,	1	12	0	1	8	0
0	8	0	0	6	0	108	Do. ware and wire	,,	2	0	0	1	12	0
Measurement.						109	Do. do. when no weight is given ...	Package	Measurement.					
0	12	0	0	8	0	110	Copperas, Sulphate of Iron and Sulphate of Copper	Ton	2	0	0	2	0	0
0	8	0	0	8	0	111	Copra	,,	1	2	0	1	9	0
0	4	0	0	2	0	112	Coral	Box	0	13	0	0	13	0
Measurement.						113	Do. imitation	Case	Measurement.					
0	12	0	0	10	0	114	Cordage and Rope—Hemp, Europe and Manilla...	Ton	2	4	0	2	4	0
0	8	0	0	8	0	115	Coriander seed	,,	1	9	0	1	9	0
Measurement.						116	Corks	Bale or case	Measurement.					
0	3	0	0	2	0	117	Cotton, raw, pressed*	Bale.	0	2	0	0	2	0
0	6	0	0	3	0	118	Do. do. unpressed*	Bale or docra of over 3 cwts.	0	5	0	0	5	0
0	3	0	0	1	6	119	Do. do.*	Do. under 3 cwts.	0	2	6	0	2	6
0	8	0	0	8	0	120	Cowries	Ton	1	8	0	1	8	0

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bandar is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at ⅗rds of the above rates. If Cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged and will be repeated for every additional 3 days or part of 3 days.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Special	Special.	121	Crackers, China	Case of 1 picul of 133 lbs.	0 6 0	0 6 0
Do.	Do.	122	Do. do.	Do. under 1 picul.	0 4 0	0 4 0
Measure	ment.	123	Crockery, *Queen's porcelain and earthenware* ...	Crate or hhd.	Measure	ment.
0 8 0	*0 8 0*	*124*	*Cummin seed*	Ton	2 12 0	2 12 0
Measure	ment.	125	Cutlery	Case	Measure	ment.
Special.		126	Dammer	Ton	2 1 0	2 1 0
0 8 0	0 8 0	127	Dates, dry	,,	1 0 0	1 0 0
0 8 0	0 8 0	128	Do. wet	,,	1 0 0	1 0 0
0 2 0	0 1 0	129	Do. in pots	One doz. pots	0 6 0	0 6 0
0 12 0	0 8 0	130	Disinfecting powder	Ton	1 8 0	1 8 0
Measure	ment.	131	Drugs and medicines, foreign, not enumerated...	Case	Measure	ment.
1 0 0	0 8 0	132	Drugs, country	Ton	2 4 0	2 4 0
0 4 0	0 2 0	133	Do. do.	Case	0 3 0	0 3 0
0 8 0	0 8 0	134	Dyes, country and foreign, in bulk	Ton	2 0 0	2 0 0
0 3 0	0 1 0	135	Do. foreign	Case or package	Measure	ment.
0 3 0	0 1 0	136	Dragon's blood	,,	0 7 0	0 7 0
		137	Earthenware, foreign—*see* Crockery.			
0 12 0	0 8 0	138	Earthenware piping, retorts, &c., for drainage...	Ton	1 12 0	1 12 0
		139	Elephants' tusks and Moye's teeth—*see* Ivory....			
0 4 0	0 2 0	140	Fans	Case	0 7 0	0 7 0
0 12 0	0 10 0	141	Fat, Grease, Lard and Tallow	Ton	2 0 0	2 0 0
0 4 0	0 2 0	142	Feathers	Case or package	0 7 0	0 7 0
Measure	ment.	143	Felt	Bale	Measure	ment.
Special.		144	Firewood	Ton	0 12 0	0 12 0
1 0 0	1 0 0	145	Fishmaw	,,	2 2 0	2 2 0
0 4 0	0 2 0	146	Flax	Bale	0 7 0	0 7 0
0 12 0	0 8 0	147	Flour	Ton	0 10 0	0 8 0
Special.		148	Fruits, fresh, foreign	Case	0 2 0	0 2 0

			Do.									
0	8	0	0	8	0	149	*Do. do. do.*			Barrel	0 2 6	0 2 6
0	2	0	0	1	0	150	Do. dried, not enumerated			Ton	2 0 0	2 0 0
		Spe	cial.			151	Do. dried, from Europe			Case	Measure	ment.
	Measure		ment.			152	Do. fresh, from Zanzibar and Muscat ...			Basket	0 2 0	0 2 0
0	1	0	0	0	6	153	Furniture			Case	Measure	ment.
						154	Chairs, loose			Each	0 1 6	0 1 6
						155	Gallnuts—*see* Myrabolams.					
1	0	0	0	10	0	156	Ghee			Ton	1 12 0	1 12 0
0	8	0	0	8	0	157	Ginger, dry			,,	1 4 0	1 4 0
	Measur		ment.			158	Glassware			Hhd. or crate	Measure	ment.
0	1	6	0	0	9	159	Glass, window			Box	0 2 6	0 2 6
0	3	0	0	2	0	160	Do. broken			Box or package	0 6 0	0 6 0
0	4	0	0	2	0	161	Goats' hair, pressed			Bale	0 6 0	0 3 0
						162	Gold, gold-leaf, &c.—*see* Bullion.					
0	2	0	0	1	0	163	Gold-leaf, mock			Box or package	0 3 0	0 3 0
0	8	0	0	6	0	164	Grain, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.			Ton	0 8 0	0 8 0
0	8	0	0	6	0	165	Ground-nuts			,,	0 13 0	0 13 0
	8	0	0	8	0	166	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin, Bdellium			,,	2 4 0	2 0 0
0	6	0	0	3	0	167	Gunny pieces and bags			Bale	0 6 0	0 6 0
0	4	0	0	2	0	168	Do. do.			Half bale	0 4 0	0 4 0
0	1	0	0	0	6	169	Do. do.			Bdle. of 50 pieces.	0 2 0	0 2 0
		Spe	cial.			170	Gunpowder			Package	Spe	cial.
		D	o.			171	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.					
0	4	0	0	2	0	172	Guns, sporting—Rifles, Fowling Pieces, &c. ...			Each	0 9 0	0 9 0
0	2	0	0	1	0	173	Do. Pistols, Revolvers, &c. ...			,,	0 7 0	0 7 0
	Measure		ment.			174	Haberdashery, Millinery, Hosiery, &c. ...			Case	Measure	ment.
		D	o.			175	Hams in cases			,,	D	o.
0	0	6	0	0	3	176	Do. in canvas, loose			,,	0 0 6	0 0 6
0	12	0	0	8	0	177	Hardware			Ton	2 4 0	1 12 0
	Measure		ment.			178	Do. when no weight is given			Case	Measure	ment.
0	8	0	0	3	0	179	Harmoniums and Organs if under 20 cubic feet...			Each	1 4 0	1 4 0
1	0	0	0	4	0	180	Do. if 20 c. feet & under 30 do. ...			,,	1 13 0	1 13 0
1	8	0	0	6	0	181	Do. ,, 30 do. do. 40 do. ...			,,	2 6 0	2 6 0
2	0	0	0	8	0	182	Do. ,, 40 do. do. 50 do. ...			,,	3 0 0	3 0 0
2	4	0	0	9	0	183	Do. ,, 50 do. do. 60 do. ...			,,	5 0 0	5 0 0
2	8	0	0	10	0	184	Do. ,, 60 do. do. 70 do. ...			,,	8 0 0	8 0 0
2	12	0	0	11	0	185	Do. ,, 70 do. do. 80 do. ...			,,	12 0 0	12 0 0
3	0	0	0	12	0	186	Do. ,, 80 do. & over			,,	15 0 0	15 0 0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Measure	ment.	187	Harness and harness requisites	Case	Measure	ment.
		188	Hats and Caps—*see* Haberdashery.			
Special.		189	Hay and straw, pressed	Bale	0 4 6	0 4 6
0 8 0	0 6 0	190	Hemp, loose, in bundles	Ton	1 13 0	1 13 0
0 4 0	0 2 0	191	Do. pressed	Bale	0 4 0	0 3 0
0 4 0	0 2 0	192	Hessians	,,	0 8 0	0 8 0
0 8 0	0 4 0	193	Hides, buffalo, &c.	One hundred	1 0 0	1 0 0
0 12 0	0 8 0	194	Horns of kinds	Ton	1 6 0	1 6 0
Special.		195	Ice	,,	1 12 0	1 12 0
		196	Do. small quantities for use of ships in Dock ...		Free.	
		197	Incense—*see* Olibanum.			
Measure	ment.	198	Indian Condiments	Case	Measure	ment.
0 8 0	0 8 0	199	Indigo	Ton	2 0 0	2 0 0
Measure	ment.	200	Instruments, drawing, mathematical, musical, &c., not enumerated	Case	Measure	ment.
0 6 0	0 3 0	201	Ink	Case or package	0 11 0	0 11 0
0 8 0	0 4 0	202	Do.	Cask	0 14 0	0 14 0
Measure	ment.	203	Do.	Package of not more than 50 lbs.	0 2 0	0 2 0
0 8 0	0 8 0	204	Ironmongery	Ton	2 4 0	2 0 0
Measure	ment.	205	Ironmongery, when no weight is given - ...	Package	Measure	ment.
0 8 0	0 4 0	206	Iron—Bar-iron, hoops, pig, rod, scrap, sheets, bands, angle, T, and old; and steel hoop.	Ton	1 2 0	1 2 0
0 12 0	0 6 0	207	Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight, & galvanised iron tubes & pipes ..	,,	1 10 0	1 10 0
		208	Do. for weights above 1½ tons—*see* Rates for Machinery.			
0 1 3	0 1 0	209	Ivory, elephants, tusks, &c.	Cwt.	0 3 3	0 3 0

0	3	0	0	2	0	210	Ivoryware	Package	0	10	0	0	10	0
0	8	0	0	8	0	211	Jaggery	Ton	1	2	0	1	2	0
0	4	0	0	2	0	212	Jars, fancy, large, China and Japan... ...	Each	0	3	0	0	3	0
1	8	0	0	12	0	213	Do. common, large	One hundred	6	0	0	6	0	0
1	0	0	0	8	0	214	Do. do. small	,,	4	0	0	4	0	0
1	0	0	1	0	0	215	Jewellery and trinkets	Box or package	1	8	0	1	8	0
0	4	0	0	2	0	216	Do do. imitation	,,	0	8	0	0	8	0
0	3	0	0	2	0	217	Jute, pressed	Bale	0	5	0	0	3	0
Special.						218	Kerosine Oil	Case of 8 imp. gals.	0	1	3	0	1	3
0	8	0	0	8	0	219	Kootwood	Ton	2	0	0	2	0	0
1	0	0	0	8	0	220	Lac	,,	2	8	0	2	8	0
0	2	0	0	1	0	221	Lac dye	Package	0	7	0	0	7	0
0	4	0	0	2	0	222	Lace and thread, gold and silver, or kinkob ...	,,	0	8	0	0	8	0
Measurement.						223	Do. do. mock	Case or package	Measurement.					
0	8	0	0	8	0	224	Lead, pig, piping, sheet, and rolls	Ton	1	8	0	1	8	0
0	8	0	0	8	0	225	Do. black, white and red	,,	2	4	0	2	4	0
0	8	0	0	8	0	226	Do. shot	,,	2	4	0	2	4	0
0	4	0	0	2	0	227	Leather, foreign	Case or package	Measurement.					
0	8	0	0	8	0	228	Liquorice root	Ton	2	0	0	1	8	0
						229	Live Stock :—							
						A	Cows and Buffaloes	Each	1	12	0	1	12	0
						B	Calves and Pigs	,,	0	10	0	0	10	0
						C	Dogs and Monkeys	,,	0	3	0	0	3	0
						D	Donkeys	,,	1	12	0	1	12	0
						E	Deer	,,	0	10	0	0	10	0
						F	Elephants	,,	6	0	0	6	0	0
						G	Fowls and Ducks	One dozen	0	3	6	0	3	6
						H	Goats and Sheep	Each	0	5	0	0	5	0
						I	Horses*	,,	2	0	0	2	0	0
						J	Mules	,,	2	0	0	2	0	0
Special ...						K	Pigeons, Quails and Partridges	Per dozen	0	2	0	0	2	0
						L	Turkeys and Geese	One dozen	0	6	0	0	6	0
						M	Tigers, Bears, Crocodiles, & other wild animals	Each	5	0	0	5	0	0
						N	Other small birds	Free						
						O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner	,,						
						P	Animals for public gardens in India ...	,,						
						230	Luggage of European sailors, ship captains, members of the Water Police, and preventive officers when proceeding on, or returning from, duty at the Dock.	,,						

* When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 2 0	0 2 0	231	Luggage, Passengers' ... ... } See also item	Portmanteau & hand packgs.	0 1 0	0 1 0
0 2 0	0 2 0	232	Do. do. ... ... } No. 401.	Trunks and cases.	0 2 0	0 2 0
0 12 0	0 8 0	233	Machinery, up to ¼ ton weight ...	Ton	1 4 0	1 4 0
1 0 0	0 12 0	234	Do. over ¼ and not exceeding 1½ tons ...	,,	1 10 0	1 10 0
1 4 0	1 0 0	235	Do. over 1½ and not exceeding 5 tons ...	,,	1 14 0	1 14 0
1 8 0	1 2 0	236	Do. over 5 and not exceeding 8 tons ...	,,	2 4 0	2 4 0
2 0 0	1 4 0	237	Do. over 8 and not exceeding 11 tons ...	,,	4 0 0	4 0 0
Measurement.		238	Do. over 11 and not exceeding 15 tons ...	,,	5 0 0	5 0 0
		239	Do. over 15 and not exceeding 100 tons ...	,,	7 8 0	7 8 0
0 8 0	0 8 0	240	Madder or Munjeet	,,	2 0 0	1 8 0
1 0 0	1 0 0	241	Marble and Marble slabs	,,	2 4 0	2 4 0
Measurement.		242	Matches	Case	Measurement.	
0 4 0	0 2 0	243	Mats of sorts, foreign	Package of 50	0 5 6	0 5 6
0 2 0	0 1 0	244	Do. country	One hundred	0 6 0	0 6 0
0 4 0	0 2 0	245	Matting, coir	Package	0 5 0	0 5 0
0 6 0	0 3 0	246	Do. rolls of coir carpet	,,	0 8 0	0 8 0
		247	Medicines—*see* Drugs.			
0 12 0	0 10 0	248	Metals, unenumerated	Ton	2 0 0	2 0 0
Special.		249	Military Stores, Arms, equipments not enumerated, up to 1½ tons	,,	2 0 0	2 0 0
		250	Do. for weights above 1½ tons—*see* Rates for Machinery.			
		251	Do. when no weight is given	Package	Measurement.	
		252	Millinery—*see* Haberdashery.			
		253	Mill furnishings—*see* Rates for Machinery.			
		254	Mineral waters	Case or cask	0 5 0	0 5 0
0 2 0	0 1 0	255	Mother-o'-Pearl Shells	Ton	2 4 0	1 12 0
0 8 0	0 8 0	256	Mowra Flowers	,,	0 15 0	0 15 0
0 12 0	0 8 0					

0	4	0	0	4	0	257	Musk	Case or package	1	4	0	1	4	0
0	6	0	0	4	0	258	Myraholams or Galnuts and Beeda-nuts ...	Ton	0	15	0	0	15	0
0	8	0	0	8	0	259	Nails, of sorts	,,	1	12	0	1	12	0
	Spe	cial.				260	Naphtha	Case or carboy	0	3	0	0	3	0
0	8	0	0	8	0	261	Nux Vomica	Ton	2	0	0	1	8	0
0	12	0	0	8	0	262	O lcake...	,,	1	2	0	1	2	0
0	1	0	0	1	0	263	Oils—Linseed, Castor, Gingelly, and other Vegetable...	Tin, drum or case up to 10 gals.	0	2	6	0	2	6
0	12	0	0	8	0	264	Do. do. do. in casks ...	Ton	2	0	0	1	8	0
0	8	0	0	4	0	265	Do. perfumed	Case or pot	0	10	0	0	10	0
	Measure	ment.				266	Oilcloth and Floorcloth	Ton	2	0	0	2	0	0
0	1	0	0	0	9	267	Oilman's Stores	Case below 2 c. ft.	0	2	0	0	2	0
0	1	6	0	1	0	268	Do.	Case from 2 to 5 c. ft.	0	4	0	0	4	0
	Measure	ment.				269	Do.	Case from 5 c. ft. and upwards.	Measurement.					
1	0	0	0	8	0	270	Olibanum or Incense	Ton	1	12	0	1	8	0
1	8	0	1	0	0	271	Opium	Chest of 140 lbs.	1	12	0	1	4	0
0	12	0	0	8	0	272	Do.	Half-chest	0	14	0	0	10	0
						273	Organs and Harmoniums—*see* Harmoniums.							
0	1	0	0	0	6	274	Orsidue or brass leaves	Package	0	2	6	0	2	6
0	1	0	0	0	6	275	Overland post parcels	Each	0	2	6	0	2	6
0	8	0	0	8	0	276	Paints, oil	Ton	2	4	0	2	4	0
0	4	0	0	2	0	277	Paper of kinds	Case or bale	0	6	0	0	6	0
1	0	0	1	0	0	278	Pearls	Box or package	1	0	0	1	0	0
	Measure	ment.				279	Do. imitation	Do.	0	7	0	0	7	0
0	8	0	0	8	0	280	Pepper of kinds and pepper roots ...	Ton	2	8	0	2	0	0
							Perambulators	Case	Measurement.					
	Measure	ment.				281	Perfumery—hair oil, pomades, &c.	,,	Measurement.					
4	0	0	2	0	0	282	Pianofortes	Each	5	0	0	5	0	0
0	4	0	0	2	0	283	Piece Goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale	0	4	0	0	2	6
								,,	0	12	0	0	12	0
0	4	0	0	2	6	284	Piece Goods, Silks and Velvets	,,	0	12	0	0	12	0
0	4	0	0	2	6	285	Do. Cotton and Silk, large bales ..	,,	0	6	0	0	5	0
0	4	0	0	2	0	2-6	Do. Woollens	,,	2	2	0	2	2	0
0	8	0	0	8	0	287	Pitch	Ton						
						288	Porcelain—*see* Crockery.							
						289	Plants for public gardens in India	.....	Free.					
						290	Plateware—*see* Bullion.							
1	0	0	1	0	0	291	Precious Stones	Box or case	1	0	0	1	0	0
						292	Provisions, fresh, for voyage*	Coolie-load	0	1	0	0	1	0

* *Bonâ fide* ship's stores, furniture, tools and materials for repairs imported or exported at Wet Dock are exempted from payment of Wharfage charges.

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Wharehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
		293	Provisions for daily use of ships in Dock ...	.....	Free.	
0 2 0	0 1 0	294	Quicksilver	Bottle.	0 5 0	0 5 0
0 2 0	0 1 0	295	Rags	Bale or package.	0 4 0	0 3 0
Special.		296	Railway Plant and Materials ...	.....	Same rates as	Machinery
		297	Raisins—*see* Fruits, dried.			
0 12 0	0 8 0	298	Rattans...	Ton	2 4 0	2 4 0
0 1 0	0 0 6	299	Do. Malacca	One dozen	0 3 0	0 3 0
0 8 0	0 8 0	300	Rose-flowers, dried	Ton	2 4 0	2 4 0
0 1 6	0 1 0	301	Rose-water	Case	0 2 6	0 2 6
0 1 0	0 0 6	302	Do.	Carboy	0 1 0	0 1 0
		303	Rope—*see* Cordage.			
0 8 0	0 8 0	304	Rosin	Ton	2 4 0	2 4 0
		305	Saddlery—*see* Harness.			
0 8 0	0 8 0	306	Safflower	,,	2 8 0	1 12 0
0 4 0	0 2 0	307	Saffron	Case	1 0 0	1 0 0
0 8 0	0 8 0	308	Sago	Ton	2 4 0	2 4 0
Measurement.		309	Do.	Case or package	Measurement.	
0 8 0	0 8 0	310	Salammoniac	Ton	2 4 0	2 4 0
0 12 0	0 6 0	311	Salt, country	,,	0 6 0	0 6 0
		312	Do. Refined—*see* Oilman's stores.			
0 12 0	0 6 0	313	Saltpetre	,,	2 0 0	2 0 0
0 1 0	0 0 6	314	Samples, Cotton, small	.....	Free.	
0 1 0	0 0 6	315	Do. other than above	Parcel	0 1 0	0 1 0
Measurement.		316	Do. do. in case	Case	Measurement.	
0 8 0	0 8 0	317	Sandalwood	Ton	2 0 0	2 0 0
0 2 0	0 1 0	318	Sandalwood boxes and ware	Package	0 7 0	0 7 0
0 8 0	0 8 0	319	Sapanwood	Ton	1 10 0	1 6 0

0	6	0	0	4	0	320	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Ton	0	10 0	0	11	0
0	12	0	0	8	0	321	Seeds other than Oilseeds, unenumerated	,,	1	12 0	1	12	0
0	8	0	0	8	0	322	Senna leaves	,,	2	4 0	1	12	0
1	0	0	1	0	0	323	Shark Fins and Samooder Fins	,,	2	2 0	2	2	0
0	8	0	0	4	0	324	Shawls, Cashmere and Delhi	Case or package	0	14 0	0	12	0
0	4	0	0	2	0	325	Do European	,,	Measurement				
0	8	0	0	8	0	326	Shellac	Ton	2	8 0	1	12	0
0	3	0	0	2	0	327	Shells, in cases, unenumerated	Case	0	7 0	0	7	0
0	8	0	0	8	0	328	Do. in bags and loose, unenumerated ...	Ton	2	0 0	1	8	0
0	1	6	0	1	0	329	Shovels	Per dozen	0	3 0	0	3	0
0	4	0	0	2	0	330	Silk, Raw	Case or bale	0	8 0	0	8	0
						331	Silk Piece Goods—*see* Piece Goods.						
						332	Silverware—*see* Bullion.						
Measurement						333	Skins, Goat and Sheep, tanned	Bundle, bale or case	0	6 0	0	6	0
		Do.				334	Soap, perfumed, foreign	Case	Measurement				
		Do.				335	Do do bar	,,		Do.			
		Do.				336	Do do do in small boxes	Per cubic foot	0	2 0	0	2	0
1	0	0	0	8	0	337	Soap, soft, country, and bar	Ton	1	12 0	1	12	0
0	8	0	0	4	0	338	Spelter and Solder	,,	1	14 0	1	14	0
1	0	0	0	12	0	339	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated.	,,	1	12 0	1	8	0
						340	Bastard cardamoms—*see* Special rate for Cardamoms.						
0	0	1½	0	0	¾	341	Spirits, Liquors, and Wines, in wood ...	Imp. gal.	0	0 3½	0	0	3½
0	0	9	0	0	3	342	Do. do. in bottle ...	1 doz. qts. or 2 doz. pints	0	2 0	0	2	0
Measurement.						343	Stationery, unenumerated	Case or cask	Measurement				
0	8	0	0	4	0	344	Steel	Ton	1	8 0	1	8	0
0	12	0	0	8	0	345	Sugar and Sugarcandy	,,	0	12 6	0	12	6
0	2	0	0	1	0	346	Do. Loaf or Chopped	Case of 1 cwt. and over	0	5 0	0	5	0
Measurement						347	Do. do. do	Case under 1 cwt.	Measurement				
0	8	0	0	8	0	348	Sulphur	Ton	2	2 0	2	2	0
						349	Tallow—*see* Fat.						
						349a	Tamarind	,,	1	4 0	1	4	0
0	8	0	0	8	0	350	Tar	,,	2	2 0	2	2	0
0	1	0	0	0	6	351	Tea	Pkge. up to 15 lbs.	0	1 0	0	1	0
0	1	0	0	0	6	352	Do.	Pkge. above 15 lbs. & up to 30 lbs.	0	2 0	0	2	0
0	2	0	0	1	0	353	Do.	Pkge. above 30 lbs. & for every 60 lbs.	0	3 0	0	3	0
0	3	0	0	1	6	354	Thread	Case	0	6 0	0	5	0
0	12	0	0	8	0	355	Tiles, flooring	Ton	2	4 0	2	4	0
0	12	0	0	8	0	356	Do. foreign	1,000	3	12 0	3	12	0

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
		357	Tiles, Mangalore	Regtr. ton of vessel	1 12 0	1 12 0
0 12 0	0 4 0	358	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft.	1 12 0	1 12 0
0 12 0	0 4 0	359	Do planks and scantlings	,,	1 4 0	1 4 0
0 8 0	0 4 0	360	Tin of kinds	Ton	1 12 0	1 8 0
0 1 0	0 0 6	361	Tin plates	Box of 1 cwt.*	0 1 6	0 1 3
0 4 0	0 2 0	362	Tobacco, foreign or manufactured	Case	0 6 0	0 6 0
Measurement.		363	Tobacco, country	Bale	Measurement.	
0 4 0	0 2 0	364	Tortoise shell	Case	0 9 0	0 9 0
Measurement.		365	Toys	,,	Measurement.	
0 2 0	0 1 0	366	Trunks and boxes...	,,	Do.	
0 6 0	0 6 0	367	Turmeric and turmeric powder	Ton [gals.	1 8 0	1 8 0
Special.		368	Turpentine	Tin, drum or case up to 10 Imp.	0 2 6	0 2 6
		368a	Twine	Ton	2 0 0	2 0 0
0 4 0	0 2 0	369	Twist and Yarn	Bale	0 4 0	0 2 3
Measurement.		370	Umbrellas	Case	Measurement.	
0 1 0	0 0 6	371	Varnish...	Five imp. gals.	0 2 0	0 2 6
		372	Vegetables, fresh, for voyage	Coolie-load	0 1 6	0 1 6
		373	Do. do.	Cart-load	0 7 0	0 7 0
0 2 0	0 1 0	374	Vermilion	Case	0 5 0	0 5 0
0 3 0	0 2 0	375	Waste, Cotton, Twist and Wool	Bale	0 2 0	0 2 0
0 8 0	0 8 0	376	Watches, gold and silver	Case	1 8 0	1 8 0
0 4 0	0 2 0	377	Do. other than above	,,	0 12 0	0 12 0
0 6 0	0 4 0	378	Weed Seed	Ton	2 4 0	2 4 0
0 8 0	0 8 0	379	Whiting...	,,	2 0 0	2 0 0
		380	Wines, &c.—*see* Spirits.			
0 1 0	0 0 6	381	Wire, bottling	Case of 1 cwt.	0 2 0	0 2 0

* Boxes above 1 cwt. to be charged proportionately.

1	0	0	0	8	0	382	Wire, of sorts, unenumerated	Ton	2	4	0	2	4	0
0	3	0	0	1	0	383	Wool, unpressed	Docra up to 1½ cwts.	0	4	0	0	4	0
0	4	0	0	2	0	384	Do. do.	Do. up to 3 cwts.	0	6	0	0	6	0
0	4	0	0	2	0	385	Do. do.	Bale or bora above 3 cwts.	0	8	0	0	8	0
0	3	0	0	2	0	386	Do. pressed	Bale	0	5	0	0	5	0
						387	Do. Berlin—*see* Haberdashery.							
						388	Woollens—*see* Piece Goods.							
0	12	0	0	6	0	389	Yellow metal, sheets, sheathing, and braziers ...	Ton	2	0	0	2	0	0
0	8	0	0	6	0	390	Zinc sheathing, sheets and perforated sheets ...	,,	2	0	0	2	0	0
						391	On all goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be :—							
0	1	0	0	0	9	392	If under 4 cubic feet	Package	0	2	0	0	2	0
0	1	6	0	1	0	393	If 4 or under 6 cubic feet	,,	0	4	0	0	4	0
0	2	6	0	1	6	394	If 6 or under 10 cubic feet	,,	0	6	6	0	6	6
0	4	0	0	2	0	395	If 10 or under 15 cubic feet	,,	0	8	0	0	8	0
0	5	0	0	2	6	396	If 15 or under 20 cubic feet	,,	0	10	0	0	10	0
0	6	0	0	3	0	397	If 20 or under 30 cubic feet	,,	0	14	0	0	14	0
0	10	0	0	5	0	398	If 30 or under 40 cubic feet	,,	1	3	0	1	3	0
0	14	0	0	7	0	399	If 40 or under 50 cubic feet	,,	1	8	0	1	8	0
1	0	0	0	8	0	400	If 50 or under 60 cubic feet	,,	1	14	0	1	14	0
0	1	0	0	0	9	401	For every 10 cubic or part of 10 cubic feet additional	,,	0	2	0	0	2	0
1	4	0	0	8	0	402	On all goods not enumerated, chargeable by weight	Ton	2	4	0	2	4	0
						403	Unenumerated unpacked goods	Coolie-load	0	2	0	0	2	0
						404	Passengers' baggage and other unmanifested goods for which Dock labour is not supplied ...	Free						

MISCELLANEOUS CHARGES.

1. The following charges will be made for loading or unloading carts at the Docks :—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery—1 anna per cart.

For machinery by truck—special rates.

The Dock Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. A charge of 3 annas per ton will be levied from the ship or from the consignees, as the case may be, for sorting iron which is landed in a mixed condition.

4. When the Dock pontoon is used by any vessel for the purpose of effecting repairs, a charge of Rs. 5 for a day or Rs. 10 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c. :—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet	0	0	6	each
,, ,, over 6 ,,	0	1	0	,,
Bales under 6 cubic feet	0	1	0	,,
,, over 6 ,,	0	2	0	,,
Cases, Machinery, under 1½ tons weight	0	2	0	,,
Packages over 1½ tons weight	0	8	0	,,
Cases, Wines and Spirits, containing 2 dozen and under	0	0	6	,,
,, ,, ,, over 2 dozen	0	1	0	,,
Pianos and Harmoniums	0	4	0	,,
Gilt Mouldings	0	4	0	,,
Quarter Casks in casing	0	4	0	,,
Hogsheads ,,	0	8	0	,,
Two-wheeled Carriages	0	4	0	,,
Four-wheeled ,,	0	8	0	,,
Fixing Carriages	4	0	0	,,

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weighbridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (to be used at ship's risk)	0	8	0	,,
For Hire of Tubs	0	8	0	,,
For Hire of 5 ton Trucks	3	0	0	,,
For Hire of 10 ,,	6	0	0	,,

9. Weighing or measuring goods 3 annas per ton and a further charge of Rs. 2 per day when a clerk is employed.

10. For cetificates of weight or measurement Rs. 5 each.

RENTS.

11. Imports.

A.—*Import Goods except Iron and Steel as specified under item No.* 206. Sugar and Dutiable goods will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the Warehouse for Unclaimed Goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

B.—*Iron and Steel as specified under item No.* 206 will be allowed 7 days free of rent after landing; thereafter ground-rent will be charged for space occupied at the rate of Rs. 20 for 500 square feet per mensem in the open air, and Rs. 30 for 500 square feet per mensem in sheds.

12. Exports.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

13. In computing the days for charging rents, Sundays and the holidays enumerated in bye-law No. 85,* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted.

14. Consignees of specie must themselves take delivery from the ship, and shippers must make their own arrangements to ship it.

15. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

16. Import goods delivered into lighters alongside for removal out of Dock will be charged ¼th of wharfage rate; export goods taken on board from lighters alongside will be charged ¼rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or 1 anna per half-chest.

17. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

18. For cotton, coir and wool brought by boat for shipment overside, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.	Coir.	Wool.
On landing, if work is done by Mukadam, per bale.....Rs.	0 0 6	0 0 9	0 0 6
On re-shipment bale..... ,,	0 0 6	0 0 9	0 0 6
On re-shipment, if work is done by Trust, per bale..... ,,	0 2 0	0 2 9	0 4 6

19. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but only when such Railway materials form less than three-fourths of the entire cargo of the vessel.

Railway materials entitled to free overside delivery under this clause, when landed on the quay for ship's convenience and afterwards re-shipped into boats, will be treated as transhipment cargo under Rule 24.

20. Ordinary Ballast brought from a Port Trust Bandar, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bandar. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bandars" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

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* BYE-LAW.—Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the free days except when goods are landed after sunset when the free days will not commence until the following morning.

21. DOCK DUES.

A.—In addition to the foregoing charges on goods every square-rigged vessel using the Docks (except troopships altered to suit for which special rates may be arranged) will be charged 1 pie per ton per diem. The minimum charge (troopships excepted) being 25 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the holidays enumerated in bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo, and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—
For vessels 250 feet long and under .....Rs. 12 per diem.
For vessels over 250 feet in length..... ,, 18 per diem.

22. NIGHT AND HOLIDAY WORK.

The charges for night work at Wet Docks shall be as follows :—

A.—Rs. 30 per night from 6 p.m. to 6 a.m.
Rs. 15 per half-night from 6 p.m. to midnight.

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night from 6 p.m. to 6 a.m., and Rs. 7½ per half-night from 6 p.m. to midnight, or from midnight to 6 a.m., to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials, the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and on holidays :—

For work done any time between midnight on Saturday and midnight on Sunday .....Rs. 200
For work done on holidays..... ,, 30 per day.
,, ,, ... ,, 15 per half-day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half-day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half-day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

23. Boats using the East Wharf of the Wet Docks shall be charged the regular Bandar rates on goods and boats.

24. On goods landed at the Wet Docks and previously entered for transhipment one-third of wharfage rate as a transhipment fee will be

charged ; the transhipment fee will cover the right to deposit on wharf 3 days, thereafter the ordinary Dock ground or shed rent charges will be levied ; the ship shall make its own arrangements for handling and removing the goods.

"In the case of Liners having preferential berths, special arrangements may be made with the Dock Superintendents as to all such charges."

25. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock Bye-law No. 30A.

26. The Dock Superintendent is authorized to land, at the expense of the Trust, whatever quantity of cargo may be necessary to enable a vessel to come into Dock, should it appear to him desirable to incur such expense. The goods so landed to be liable to ordinary Dock rates.

27. The Trustees will send out free of charge to vessels in the stream (ordinary Dock rates having previously been paid) such quantity of cargo not exceeding 500 tons as, owing to insufficient depth of water, such vessels may be unable to load while in Dock, provided that the vessel to which cargo may be taken shall have loaded in Dock to the greatest extent that the depth of water there will allow prior to sailing.

28. Goods will only be sent out to the stream on the written order of the Agent specifying description and quantity ; or in the case of a vessel having no Agents, then under such special arrangements as the Dock Superintendent may consider necessary for the security of the Trust.

29. In the case of cargo sent out to a vessel in the stream and there shut out, the ship's Agents will be required to pay for its loading and taking out and for its return and landing at the Docks, or, if so directed by the Agents, at any Bandar, at the rate of one Rupee per ton.

30.—CRANAGE.

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day, and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes required for the whole or half of the following day to be made by 4 P.M. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Applications for cranes at night, whole or half, to be made to the Shed Manager before 4 P.M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half-night only be required for the whole night, application to be made at least two hours before the end of the half-night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty, showing number of cranes required, from what time, and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

For each 1½-ton crane per day or per night.....	Rs.	5	0 0
For each 1½-ton crane per half-day or half-night...	„	2	8 0

Day to be from 6 A.M. to 6 P.M. Half-day to be from 6 A.M. to noon or noon to 6 P.M. Night to be from 6 P.M. to 6 A.M. Half-night to be from 6 P.M. to midnight.

Any part of a day or night less than a half will be charged as a half day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats or country crafts, will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. steam crane can be made available, or they may ship from the East Wharf, where Bandar cranage rates are charged.

M.—For weights over 1½ tons and not exceeding

			5 tons...	Rs.	1	0	0	per ton.
„	5	„	„ 8 „	„	2	0	0	„
„	8	„	„ 11 „	„	3	4	0	„
„	11	„	„	„	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery will be charged by measurement or weight at option of Dock officers ; if by measurement, forty cubic

feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles require to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed : the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

31. The toll for the use of sidings at Wet Docks is fixed at four annas per ton, except in the case of State Railway stores, for which special rates not exceeding four annas per ton may be fixed by the Trustees from time to time.

32. For the use of the other sidings on Port Trust Estate the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Firewood, charcoal and timber, Rs. 1¼ per loaded wagon.
„ Cattle, Rs. 1½ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ All other goods, 4 annas per ton.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

Bye-laws, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, with regard to Warehousing of Goods in Port Trust Warehouses, Granting Warrants for Goods, and other Cognate Matters.

1. Non-hazardous goods, whether dutiable or free, will be received into the Trustees' warehouses for custody on application made on Forms 1, 2, and 2A (see Schedules A, B, and B(1), attached hereto at the rates laid down in the table of charges annexed to these rules.

2. Hazardous goods will be held to include cotton (except in full-pressed iron bound bales), vegetable fibres and grasses of all kinds, rags, mungo, waste of all kinds, pitch, tar, rosin, turpentine, brimstone, saltpetre, nitrate of soda, nitro-glycerine, gunpowder, fulminating powder, lampblack, tallow, (manufactured or unmanufactured) including stearine candles, oils of all kinds, naphtha, camphine, liquid paraffin, petroleum and its products, varnish, spirits of all kinds (not, in bottles), caoutchouc, gutta-percha, lucifer and percussion matches of all kinds, &c., and will not be received into the Trustees' warehouses. Paint mixed with oil, &c., is added to the list of hazardous goods which will not be received into Trustees warehouses.

3. Goods will be warehoused under "warrant" or without issue of "warrant," according to the desire of the warehousing party.

Goods lodged under "warrant" will be known as "warrant goods" and goods lodged without issue of "warrants" as "non-warrant goods."

4. For "warrant goods" stamped warrants will be issued on Forms 3 and 4 (see Schedules C and D hereto attached), but for "non-warrant" goods a receipt will be granted on Form 5 (see Schedule E).

5. "Non-warrant goods" will be delivered in whole or in part according to written delivery orders from the holders.

6. "Non-warrant goods" will be transferred from any one depositor to another on a written authority from the original depositor; in such cases a fresh receipt (Form 5) will be issued in the name of the transferee.

7. "Non-warrant goods" once transferred to another party will only be delivered upon delivery orders signed by the transferee, who can, however, also transfer to a third party and so on, the last transferee being always considered the holder of the goods.

8. In the case of goods in the dock transit sheds which are to be warehoused the applicants must first settle all the dock wharfage, landing charges, &c., and attach to his application the necessary

customs documents. The receipt for dock charges paid must also be produced for inspection if required.

9. Warrants will only be issued provided that there is no lien for freight or otherwise on the goods to be lodged and provided that all Port Trust charges for wharfage, landing, &c., are first paid.

Subsequent charges must be paid by the holders of the warrants before delivery of the goods.

10. Warrants will be transferable by endorsement without production of the warrants to the Trustees.

11. Goods covered by a warrant cannot be delivered without production and delivery of the warrants.

12. Proprietors of goods may pay rent and incidental charges on goods covered by warrant up to any desired date and have new warrants issued.

13. Warrants will be made out for such quantities of goods as may be convenient to reporters, provided that the lotting operations have been satisfactorily completed beforehand.

14. Should the delivery of the whole contents of a warrant be directed and the goods not be removed within two days, a new warrant for the remainder of the goods incurring rent from the date of return of the original warrant must be taken out.

15. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange for the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided and state the names of the parties in whose favor the warrants are to be issued in the following form :—

"Please to divide the within" or, (when part is to be delivered) "Deliver to bearer (state how many packages) and grant new " one for (state how many packages) in favour of , one "for," &c.

16. If desired by the holders warrants may be exchanged or divided without assigning the goods.

17. Original warrants will be charged for at the rate of 5 annas each, which will include the cost of stamp. Other warrants in lieu of those returned will be charged for at the rate of 6 annas each including the cost of stamp.

18. If from the nature of the contract between the seller and that buyer re-weighment should be necessary, new warrants, if desired, will be issued on deposit of the original warrants endorsed with directions to that effect containing the landing weights and re-weights as soon as the operations have been completed.

19. When any alterations, such as re-packing, &c., are to be made the warrants must be lodged, and others representing the goods as re-packed, &c., will be issued.

20. In the case of casks of liquids made use of to fill up others, the warrants for such casks must be lodged, and the proprietor may either have a new warrant for the remainder or it may be delivered to his order.

21. In the last three cases the operations performed will be charged for in addition to the cost of any new warrants that may be issued.

22. In the event of warrants being lost or mislaid, duplicates will be issued on application, but an engagement by the owners and a substantial surety (in Form 6 appended), to indemnify the Port Trust in case of any claim being made on the original documents, must accompany the application ; the loss of the warrants must also be advertised once at least in two English and two native local newspapers.

23. No duplicate warrants will be issued until seven clear days from advertisement of loss in the newspapers have elapsed.

24. On notice of loss of any warrants being given, the goods covered will be at once stopped until either duplicates are issued or the missing warrants are produced.

25. After duplicate warrants have been once issued, the originals if produced, will not be acted upon.

26. A charge of 1 rupee in addition to cost of stamp will be made for every duplicate warrant issued.

27. Irregularities in endorsements on warrants must be carefully avoided by holders, as they not only lessen the security of the proprietors of goods and render the warrants incomplete as authorities, but also give rise to impediments in the regular despatch of business.

28. No unauthorized or irregular endorsement on warrants will be accepted or acted upon.

29. Weight notes corresponding to warrants will be furnished, when required, at a charge of annas 4 for each.

30. Part contents of goods specified in a warrant cannot be delivered unless the warrant is returned and fresh document taken out for the balance.

31. Rent for all goods placed in the warehouse will be charged per week, and part of a week will be charged as a whole week ; the rent will commence from the date of application, and will be charged for the entire quantity of goods specified in the application.

32. In cases of goods transferred from one party to another, rent will commence for a fresh week from the date of transfer, the same as when a deposit is made ; no abatement of rent for any unexpired portion of a week will be made to the transferer, the operation of transfer being considered in the same light as a delivery.

33. Goods placed in the warehouse will remain at the risk and expense of the depositors until a receipt or warrant be granted.

34. Goods once taken delivery of by owners under a clear receipt and not removed forthwith from the warehouse premises will remain at the risk and the expense of owners, and no responsibility in connection therewith will rest with the Trustees.

35. The Trustees will not be answerable for any damage or loss suffered by merchandise while in the Trust warehouses if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been

in consequence of want of proper care or attention on the part of the Trustees.

36. The Trustees will not be responsible for contents of packages when the outward condition on delivery is the same as when the packages were first received into the warehouse.

37. Permission will be given for the opening of packages for appraisement, extracting of samples, &c., but all packages so opened without their condition having been questioned will be considered as taken delivery of, and no claim for damage subsequently discovered will be allowed.

38. Packages that have been once opened will lie in the warehouse at the risk of the owner.

39. As a principle no non-warrant goods will be delivered until all rents and charges due in respect of them be fully paid up, but this rule may be relaxed for the convenience of merchants having monthly transactions and accounts at the warehouse.

40. When charges for goods in the warehouses are made by bills such charges must be paid within two months after presentation of the bills; in case of non-payment of charges within the two months, the Trustees shall have the right to stop delivery of all goods in the warehouses standing in the names of the parties owing any rents or other warehousing charges until full settlement be effected.

41. The Trustees' warehouses will be closed on Sundays and on the general public holidays, viz.:—

Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

On other days the warehouses will be open from 7 a.m. till 5 p.m.

B. H. POTTINGER, Colonel,
Acting Secretary to Government.

Schedule A., referred to in Section 1.

FORM 1.

No. Registered No. of

Bombay, 189 .

THE SUPERINTENDENT,
PRINCE'S DOCK WAREHOUSES.

Please receive into your Warehouses the undermentioned packages ex S. S.
and hold them to charges will be paid by

Marks.	Numbers.	Number and kind of Packages.		Description of Goods.
	Total...			

Signature—

Address—

Schedule B., referred to in Section 1.

FORM 2.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,

WARRANT WAREHOUSE.

Bombay, 189 .

Please to prepare Warrants in the name of to for the undermentioned Goods about to be exported in the S. by and issue Weight Notes agreeably to such directions as you may receive from

Signature—

Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule B. (1), *referred to in Section* 1.

FORM 2A.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,
WARRANT WAREHOUSE.

Bombay, 189 .

Please to prepare Warrants in the name of Captain
for the undermentioned Goods imported in the S. on the 189 ; and
from entered by
issue Weight Notes agreeably to such directions as you may receive from

Signature—

Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule C., referred to in Section 4.

FORM 3.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot No. Rotn. No.

Bombay, Dated this 189 .

Warrant for the Goods noted below, warehoused by for export to by S. expected to sail on deliverable to or order by endorsement hereon. Rent commences on the and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	WEIGHT.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

To No.

Date

Superintendent, Warehouses. Traffic Manager, Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule D., referred to in Section 4.

FORM 4,

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot Rotn. No.

Bombay, Dated this 189 .

No.

Warrant for the Goods noted below, imported in the S. Captain

from entered by on the deliverable

to or order by endorsement hereon. Rent commences on the

and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Fo. No.

Date

Superintendent, Warehouses. Traffic Manager, Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule E., referred to in Section 4

FORM 5.

No of 189 .

No.

BOMBAY PORT TRUST.

PRINCE'S DOCK WAREHOUSES.

Received from

The following Goods warehoused by

Marks, Nos. and Address.	Packages.	Description.	Ship.	Remarks.
1	2	3	4	5

For Superintendent,
Prince's Dock Warehouses.

189 .

The Port Trust is not liable for damage or loss from unavoidable causes.

FORM 6.

We (or I), *A.B.*, now of , and *C. D.* of , are jointly and severally bound to the Trustees of the Port of Bombay, their successors, and assigns, in sum of Rs. to be paid to the said Trustees, their successors, or assigns, for which payment we jointly and severally bind ourselves respectively and our legal representatives.—

Surety.

Double the value of the goods in respect of which the warrant has been lost.

The stamp will be in accordance with the Stamp Act, Schedule No. 28.

Dated this day of 189 .

Whereas the Warrants dated the day of 18 and bearing Numbers which were issued by the said Trustees to in respect of have been lost or mislaid. And whereas the said are owners of the said goods and have on the advertised in the newspapers the loss of the said Warrants but no answer has been received to the said advertisements and the said have applied to the said Trustees to issue Duplicates of the said Warrants which they have agreed to do upon receiving this Indemnity. And whereas the said hath at the request of the said agreed to become their surety for the performance of the conditions hereinafter contained. Now the Condition of the above written Bond is such that if the said and and the said and their respective legal representatives or any or either of them shall and will from time to time and at all times hereafter effectually indemnify and save harmless the said Trustees, their successors, and assigns, from and against all suits, costs, charges, damages, claims, and demands whatsoever which shall or may at any time or times hereafter be brought or prosecuted against the said Trustees, their successors or assigns by any person or persons whomsoever by reason of the said Warrants not having been produced or having been lost, mislaid, or dealt with in any way, or by reason of the said duplicate Warrants having been handed over by the said Trustees to the said or for or by reason or on account of any other matter or thing whatsoever in any wise relating to the premises, then the above written Bond is to be void and of no effect, otherwise the same shall be and remain in full force and virtue.

Mention the goods.

How many times.

Signed, sealed and delivered by

No. 7.—Under the provisions of Section 43 of the Port Trust Act, 1879, and the Port Trust Amendment Act VI. of 1883, the following rates will be charged for the rent, storage and delivery of goods deposited in the Port Trust Warehouses on and after 1st April 1885 :—

BOMBAY PORT TRUST.

WAREHOUSE DEPARTMENT.

Scale of Charges for "Warrant" and "Unwarrant" Goods.

	Goods.	Per	Charges. Removing and Storage Charges. Rs. a. p.	Rent per Week or portion of a Week Rs. a. p.
1.	Alum	Ton	0 8 0	0 1 6
2.	Beef and Pork	Tierce	0 4 0	0 0 6
3.	Do.	Barrel	0 3 0	0 0 4
4.	Canvas	Bale up to 12 c. ft.	0 2 0	0 0 6
5.	Do.	,, above 12 c. ft.	0 3 0	0 1 0
6.	Cardamoms	Cwt.	0 0 6	0 0 2
7.	Cement	Ton	0 8 0	0 1 6
8.	Coffee	,,	0 8 0	0 1 0
9.	Copperas	,,	0 8 0	0 2 0
10.	Cotton	Pressed Bale	0 1 6	0 0 6
11.	Cutlery	Package measurement.		
11*a*.	Earthenware retorts and piping for drainage	To be charged by measurement.		
12.	Ginger, dry	Ton	0 6 0	0 1 6
13.	Glassware and Earthenware	Package measurement.		
14.	Grain	Ton	0 5 0	0 0 9
15.	Groundnuts	,,	0 5 0	0 0 9
16.	Gums	,,	0 8 0	0 1 6
17.	Gunnies	Bale, large	0 3 0	0 0 9
18.	Do.	,, small	0 2 0	0 0 6
19.	Hardware	Package measurement.		
20.	Hessians	Same as for canvas.		
21.	Machinery	Ton	1 8 0	0 8 0
	METALS—			
22.	Iron—Hoop, Sheet, Nail & Rod	,,	0 8 0	0 1 0
23.	Do—Bars and Bundles	,,	0 8 0	0 1 0
24.	Copper & Yellow Metal, in cases	,,	0 10 0	0 1 0
24*a*.	Do. do. in bundles	,,	...	0 1 6
25.	Zinc Sheets	,,	0 8 0	0 1 0
26.	Copper, Zinc, Spelter, Tin, in Tiles or Sheet	,,	0 8 0	0 1 0
27.	Indigo	,,	0 8 0	0 2 0
28.	Mother-o'-Pearl Shells	,,	0 8 0	0 2 0
29.	Myrabollams or (gallnuts)	,,	0 5 0	0 0 9
30.	Oil Seeds	,,	0 5 0	0 0 3
31.	Opium	Chest	0 4 0	0 4 0
32.	Paper, in bales or cases	Package	0 3 0	0 0 6
33.	Paints	Ton	0 8 0	0 1 0
34.	Pepper	,,	0 6 0	0 1 6
35.	Piece-Goods	Bale below 15 c. ft.	0 2 0	0 0 6
35*a*.	Do. per bale of 15 c.ft. and upwards	Per c. foot	0 0 2	0 0 0½
36.	Sandal and Sapan wood	Ton	0 8 0	0 2 0
37.	Sena Leaves	,,	0 6 0	0 1 6
38.	Sharkfins and Fishmaws	,,	0 8 0	0 4 0
39.	Shawls	Package	0 4 0	0 4 0
40.	Sugar	Ton	0 6 0	0 0 9
41.	Spices except Cardamoms	,,	0 8 0	0 1 0
42.	Tea	Chest	0 1 0	0 0 3
43.	Tin-Plates	Ton	0 8 0	0 1 0
44.	Turmeric	,,	0 6 0	0 1 0
45.	Twist and Yarn	Bale	0 2 0	0 0 5
46.	Wool	Pressed Bale	0 2 0	0 0 6
47.	Unenumerated goods, if charged by measurement	C. foot	0 0 3	0 0 1
48.	Do. Do. by weight	Ton	0 8 0	0 1 6

I. Loading or unloading of carts will be charged for as under :—

		Rs.	a.	p.
1.	Loading or unloading packages up to 2 cwts., each per cart	0	1	0
2.	Loading and unloading together packages up to 2 cwts., each per cart	0	1	6

3. Loading and unloading together of packages over 2 cwt. each at rates to be arranged with the Traffic Manager.
4. The Traffic Manager will have the option of allowing merchants to do their own loading and unloading of carts or of having the service performed departmentally.
5. Weighment of goods will be charged for at the rate of 3 annas per ton.
6. Goods weighed and restored by the Warehouse department will be charged one half of the original removing and storing charges.

BOMBAY PORT TRUST.

Bye-Laws under Sections 85 *and* 88 *of the Bombay Port Trust Act,* 1873 *and Sections* 73 *and* 74 *of Bombay Port Trust Act* 1879.

1. Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards will be liable to a fine not exceeding fifty Rupees for each offence.

2. In the event of a receipt for Port Dues being lost or destroyed, a fee of one Rupee will be charged for a duplicate.

3. In the event of a receipt for wharfage or other fees, chargeable under Section 57 of the Port Trust Act, being lost or destroyed, or in the event of a duplicate receipt being, for any reason, required, a fee of four annas shall be charged for such duplicate.

4. Any person spitting betel-nut, or throwing dirt or rubbish in, or otherwise soiling, the passenger-shed at Mazagon Bunder, shall be liable to a fine not exceeding Rupees ten for each offence.

5. It is strictly prohibited to bathe, or to wash cattle or clothes with the water supplied to the troughs on the Port Trust Estate, Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

6. Passing of foot-passengers or of carriages, carts or horses, or the driving of animals over the level crossings of railway lines leading to the Prince's Dock, to the Musjid and Carnac Bunders, and to the Mody Bay Reclamation is strictly prohibited when a railway train or engine is approaching, of which due warning will be given by the ringing of a bell. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

7. Obstruction of the approach to any wharf, landing-place, or jetty of the Port Trustees of Bombay, by any boat remaining alongside while not actually engaged in loading or unloading cargo, after the Tindal or owner shall have been warned by an officer of Port Trust to keep a clear passage for other boats, is strictly prohibited. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees twenty-five for each offence.

8. Any person obstructing any road, thoroughfare, or pathway on the Port Trust Estate by placing thereon goods or other articles for storage, or in any other manner obstructing or hindering the way, shall, after having been given due notice by a Port Trust officer to clear away the obstructions, in case of refusal or non-compliance, be liable to have the obstructing goods, articles or other hindrances removed at his expense by the Port Trust officers, and be further liable to a fine not exceeding Rupees twenty-five for each offence.

9. Parties may be allowed to erect verandahs, sunshades, and other projections not exceeding 4 feet in width over roads or foot-paths on

the Port Trust Estate on the payment of half rent or value for the land so projected over, they having no claim to the land in question; but no projection to be made under 12 feet from the ground.

10. The owner of every ferry steamer or other vessel carrying passengers to, or from, any Port Trust wharf shall make proper provision for the safe and orderly embarking and disembarking of all passengers carried in his vessel, subject to a penalty not exceeding Rupees one hundred for each occasion on which he may fail to do so.

11. Claims for refund of wharfage fees, extra fees, etc., must be preferred within two months from the date on which the wharfage fees, extra fees etc., have been paid, otherwise no refund will be permitted.

12. No claims for less than Rupees 2 for refund of wharfage fees, etc., will be admitted unless in cases where charges have been made in excess of proper rates through an error of the receiving clerks.

13. No person or persons shall cause or permit to be thrown or discharged into any basin vested in Government or in the Trustees, as the case may be, or into the harbour of Bombay from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter or thing liquid or solid likely to create or increase a nuisance

13*A*. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accidents arising from neglect of these precautions.

Any person infringing this Bye-law shall be liable to a penalty not exceeding Rs. 100 and for a continuing infringement to a penalty not exceeding Rs. 50 per diem for every day after notice of such infringement shall have been given by this Board.

14. The Traffic Manager may at his discretion prohibit the deposit of coal, coke, cinders, ashes and fuel on any of the wharf roads.

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES TO BE CHARGED AT PORT TRUST BANDARS.

Sanctioned under Sec. 43, "Bombay Port Trust Act, 1879."

See Sec. 30, page 32.—Goods landed and shipped at the Chaupati, Mahim, and Warli Bandars, and at the Bandars north of the Frere Reclamation, will be charged half the rates laid down in this table for wharfage, rents, &c.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
1	Acids...	Case	0 4 0
2	Aerated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement
4	Ale, beer, porter, and cider ...	Hogshead	0 4 0
5	Do. do. in wood ...	Kilderkin	0 2 0
6	Do. do. in bottles ...	1 doz. qts. or 2 doz. pints	0 0 6
7	Do. do. in firkins of 9 gallons...	Firkin	0 1 3
8	Alkali (sajekar)	Ton	0 12 0
9	Almonds	,,	0 12 0
10	Aloes, black	,,	0 12 0
11	Alum (fatki)	,,	0 8 0
12	Ambasee (dried mango) ...	,,	0 12 0
13	*Anchors, grapnels, &c., English.	,,	0 8 0
14	Do. do. country	Coolie-load	0 0 6
15	Animals—*see* Live Stock. Animals and plants for public gardens in India	...	Free
16	Antimony (soorma)	Ton	0 12 0
17	Apparel, not accompanying passengers	Package	0 2 0
18	Arrowroot, country	Ton	0 12 0
19	Do. foreign	Case or package	Measurement
20	Arsenic	Package	Do.
21	*Asphalte	Ton	0 8 0
22	Asafœtida, in bulk (hing) fine...	,,	2 8 0
23	Do. do. do. ...	Case or package	0 4 0
24	Do. coarse (Hingola) ...	Ton	0 12 0
25	* Ballast stones	Boat under 25 tons burden	1 0 0
26	* Do.	Boat over 25 and up to 50 tons	2 0 0
27	* Do.	Boat over 50 tons burden	2 8 0
28	* Bamboos	Regd. ton of vessel	0 2 0
29	* Do. tokers by raft ...	One hundred	0 8 0
30	* Do. and tokers ...	Cart-load	0 2 0
31	* Bamboo blinds, in bundles ...	Regd. ton of vessel	0 2 0
32	* Do. do. do. ...	One hundred bundles	0 8 0
33	Do. do. do. ...	Cart-load	0 2 0
34	Bangles, country	Package	0 1 0
35	Do. do.	Cart-load	0 6 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
36	Bangles, foreign	Case	0	2	0
37	Bardans (old gunnies) ...	Bundle or package	0	1	0
38	* Bark, shemby	Regd. ton of vessel	0	6	0
39	* Do. of sorts	Ton	0	12	0
40	* Baskets, cane ...	One dozen	0	0	6
41	* Do. bamboo	,,	0	0	3
42	Beads, in bags	Bag	0	2	0
43	Do. in cases	Case	0	2	0
44	Bedsteads, country	Each	0	2	0
45	Beef or pork	Tierce	0	4	0
46	Do do.	Barrel	0	2	0
47	Beeswax	Package	0	2	0
48	Betelnut	Ton	0	9	0
49	Betel-leaves	Package	0	0	6
50	Do.	Cart-load	0	4	0
51	Bhang	Ton	1	4	0
52	Bhat (paddy)	Candy of 20 furrahs	0	3	0
53	Biscuit, ship	Ton	0	12	0
54	Do. in cases	Case	Measurement		
55	Do. in tins	One dozen	0	3	0
56	Billiard tables	Each	5	0	0
57	Blood stones	Case or package	0	2	0
58	* Boats (bodies)	Each	0	4	0
59	* Boats, jolly	,,	0	8	0
60	* Boats, muchwas and bullows.	,,	0	8	0
61	Boilers—*see* special rates at p. 32.				
62	* Bones	Ton	0	9	0
63	Books	Case	Measurement		
64	Boots and shoes, English ...	,,	Do.		
65	Do. do. country ..	Bundle or package	0	1	0
66	Borax (unrefined)	Ton	0	12	0
67	*Bottles, empty	Crate, cask or case over 8 cubic feet	0	2	0
67a	* Do. do.	Packages up to 8 c. feet, per cubic foot	0	0	3
68	* Do. do. loose	Cart-load	0	3	0
69	* Do. do. ...	Coolie-load	0	0	6
70	* Boxes, country, empty ...	One dozen	0	4	0
71	* Do. unmade, from Malabar Coast ...	Registered tonnage of cargo boat	0	4	0
72	* Do. do.	Cart-load	0	4	0
73	* Do. horse and cattle, empty §	Each	0	8	0
74	Bran	Candy of 8 furrahs or 2¼ cwt.	0	1	0
75	Brass leaves—*see* Orsidue.				
76	Brass of sorts and ware ..	Ton	0	8	0
77	Do. do. when no weight is given	Package	Measurement		
78	Bricks, bath	Case	0	1	0
79	* Do. and tile, country ...	Regd. ton of vessel	0	2	0
80	* Do. do. do. ...	Cart-load	0	1	0
81	* Do. foreign	Per thousand	1	8	0
82	Brooms	One hundred	0	0	6
83	Bullion, specie, gold and silver-ware, and coins, plate, &c. ...	Box or package	0	4	0
84	Burroo (country pens) ...	Package of 6 c. ft. and under	0	1	0

§ When horses are landed or shipped in boxes, wharfage and cranage fees should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
85	Burroo (country pens) ...	Package over 6 c. ft.	0	2	0
86	* Casks and hogsheads ...	Each	0	1	0
87	* Casks and hogsheads, half and quarter...	,,	0	0	6
88	* Cables, chain	Ton	0	8	0
89	* Do. hemp	,,	0	12	0
90	* Cadjans	Regd. ton of vessel	0	4	0
91	* Do.	Cart-load	0	4	0
92	Cajoo or cashewnuts	Package	0	2	0
93	Cambay stones	Case or package	0	2	0
94	Camphor	Ton	1	4	0
95	Candles	Cwt.	0	2	0
96	Canes—*see* Rattans.				
97	Canvas	Bale	0	3	0
98	Do.	Bolt	0	0	6
99	* Camphor-wood drawers and boxes	Case	0	4	0
100	Capoor cutchree	Ton	0	12	0
101	Cardamoms	Cwt.	0	2	0
102	Do. bastard—*see* Spices.				
103	Carpets, country	Case or package	0	1	0
104	Do. foreign	,,	0	4	0
105	* Carriages, four-wheeled ..	Each	4	0	0
106	* Do. two-wheeled ...	,,	3	0	0
107	Cartridges, loaded—*see* under Gunpowder 270D.				
108	* Carts, country	,,	0	8	0
109	* Cart-wheels...	Pair	0	4	0
110	Cassa-ware, white metal ...	Ton	0	8	0
111	Catechu	Package of 4 c. ft. and under	0	0	6
112	Do.	Package over 4 c. ft.	0	1	0
113	Cement	Ton	0	6	0
114	Chairs, in bundles	Bundle	0	1	0
115	Chairs, loose	Each	0	0	6
116	Chalk	Ton	0	6	0
117	* Charcoal	Regd. ton of vessel	0	2	0
118	* Charpoys	Each	0	1	0
119	Cheese, in cases	Case	Measurement		
120	Cheese, loose	Each	0	0	3
121	Chemicals—*see* Drugs and Medicines.				
122	Cheroots and Cigars	Case	Measurement		
123	Chillies, dried	Ton	0	9	0
124	* Chillims, for hookas... ...	One thousand	0	1	0
125	China, copper cash	Ton	0	8	0
126	Do. flower pots	Each	0	0	6
127	Do. garden seats	,,	0	2	0
128	Do. preserves & chow-chow.	Case of ½ a doz. and under	0	1	0
129	Do. do. do. ...	Case of over ½ a doz.	0	2	0
130	Do. do. do. ...	Jar or pot	0	0	3
131	Do. roots	Ton	0	12	0
132	Do. and Japan fancy goods.	Case	Measurement		
133	Do. ware in rolls, large ...	One dozen	0	3	0
134	Do. do. small ...	,,	0	1	6
135	Do. white copperware ...	Case	0	3	0
136	Chooney	Candy of 8 furrahs or 9 Indian maunds	0	2	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
137	* Chunam, loose .. .	Regd. ton of vessel	0	2	0
138	* Do. in packages ..	Ton	0	8	0
139	* Do. stones	,,	0	4	0
140	* Clay, China and fire ..	,,	0	8	0
141	* Do. country	Regd. ton of vessel	0	3	0
142	Clay figures	Case	0	2	0
143	Clocks	Case of 8 c. ft. and over	0	8	0
144	Do.	Case of under 8 c. ft.	0	4	0
145	* Coal, coke, cinders, patent fuel, and ashes	Ton	0	1	0
146	Do. do. do. ...	Cart-load	0	1	0
147	* Coal shoots	Each	0	4	0
148	Cocoanuts, loose, when numbers are declared ...	One thousand	0	2	6
149	Do. when numbers are not declared	Package	0	1	0
150	Cochineal	Cwt.	0	2	0
151	Cocum	Ton	0	12	0
152	Do. oil	Case or pot	0	4	0
153	Coffee...	Ton	0	8	0
154	Do. dross	,,	0	6	0
155	Coins, copper...	Box or package	0	1	0
156	Coir fibre	Ton	0	9	0
157	Do. pressed	Bale	0	1	6
158	Do. rope, cable, cordage and yarn	Ton	0	9	0
159	Colombo root...	,,	0	12	0
160	Confectionery	Case	Measurement		
161	* Coojas or goblets, Muscat ...	One hundred	0	4	0
162	* Do. do. Goa, common.	,,	0	2	0
163	Coormoora (parched rice) ...	Package	0	0	6
164	Coosoomba—*see* Safflower.				
165	* Copper, in sheet, slabs, or tiles	Ton	0	8	0
166	Do. ware and wire	,,	0	8	0
167	Do. when no weight is given	Package	Measurement		
168	Copperas	Ton	0	12	0
169	Copra...	,,	0	9	0
170	Coral	Package or box	0	8	0
171	Do. imitation	Case	Measurement		
172	Cordage and hawsers, hemp, Europe and Manilla ...	Ton	0	12	0
173	Coriander seeds	,,	0	9	0
174	Corks...	Bale or case	Measurement		
175	Cotton, raw, pressed ...	Bale	0	0	6
176	Do. unpressed	Bale or docra of over 3 cwts.	0	0	6
177	Do. do.	Bale or docra of under 3 cwts.	0	0	3
178	* Cotton screw-jacks	Each	0	0	6
179	Couches and sofas	,,	0	2	0
180	Cowries	Ton	0	12	0
181	Crackers, China	Case of one picul of 133 lbs.	0	2	0
182	Do. do.	Case under one picul	0	1	0
183	Crockery, porcelain, and earthenware	Crate or Hogshead	Measurement		
184	Croton seed (jamalgotee)	Ton	0	12	0

No. of Item	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
185	Cummin seed	Ton	1 4 0
186	Cupas (mat bags)	One hundred	0 4 0
187	Do. (do.)	Coolie-load	0 0 6
188	Cutlery	Case	Measurement
189	Dammer	Ton	0 9 0
190	Dates, dry	,,	0 9 0
191	Do. wet	,,	0 9 0
192	Do. in pots	One dozen pots	0 4 0
193	* Dhooleakar (country soda earth) ...	Regd. ton of vessel	0 6 0
194	Do. part cargo and in bags.	Ton	0 9 0
195	Dhowri flowers	,,	0 12 0
196	* Dinner cups (leaves) ...	Fifteen hundred	0 0 3
197	Do. leaves	,,	0 0 3
198	Dishes, wooden, large ..	Score	0 1 0
199	Do. do. small ...	,,	0 0 6
200	* Disinfecting powder ..	Ton	0 8 0
201	Dragon's blood	Case	0 2 0
202	Drugs and Medicines, foreign, not enumerated	Case or package	Measurement
203	Do. do. country ..	Bag	0 1 0
204	Drums, dubbers, and dubbas...	One hundred	0 12 0
205	Dyes, country, not enumerated.	Ton	0 12 0
206	Do foreign	Case or package	Measurement
207	Earthen retorts and piping for drainage	Ton	0 12 0
208	Earthenware, foreign—*see* Crockery		
209	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton of vessel	0 3 0
210	* Eggs	Basket or pot	0 0 6
211	Elephants' tusks and Moyes' teeth—*see* Ivory.		
212	Engines, garden	Each	0 4 0
213	Fans	Case	0 2 0
214	Fat, grease, lard and tallow ...	Ton	0 12 0
215	Feathers	Case or package	0 2 0
216	Felt	Bale	Measurement
217	* Firewood	Regd. ton of vessel	0 2 0
218	* Do.	Cart-load	0 1 3
219	* Fish, fresh	Mutchwa or bullow per month	2 0 0
220	* Do.	Hody per month	1 0 0
221	* Do.	Boat manned by 2 men	0 8 0
222	Fish, salted & dried, in pkges.	... Ton	0 12 0
223	Do. do., loose ...	Regd. ton of vessel	0 8 0
224	Do. do. ...	Card-load	0 4 0
225	Fish, tamarind	Keg	0 1 0
226	Fish maws	Ton	1 4 0
227	Fishing nets, new	Each	0 2 0
228	Do. tackle	Case	0 2 0
229	Fish roe	Pot or package	0 1 0
230	Flax	Bale	0 2 0
231	Flour...	Ton—{ Import / Export	0 4 0 / 0 3 0
232	Flour in barrels, no weight given	Barrel	0 1 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
233	* Fruits, fresh, foreign ...	Case	0	1	0
234	* Do. do.	Barrel	0	1	6
235	Do. from Zanzibar and Muscat	Basket	0	0	6
236	* Do. from Cabul	Large basket or jambil	0	6	0
237	* Fruit, fresh, country ...	Regd. ton of vessel	0	2	0
238	* Fruits, fresh, part cargo ..	Cart-load	0	1	6
239	* Do. country	Coolie-load	0	0	3
240	Do. dry, not enumerated..	Ton	0	12	0
241	Do. from Europe ...	Case	Measurement		
242	Furniture, not accompanying passengers	,,	Do.		
243	Gallnuts - *see* Myrabolams.				
244	Ganja *(Cannabis indica)* ...	Ton	1	4	0
245	Garlic	,,	0	12	0
246	Ghee	,,	0	12	0
247	Ginger, dry (soonth)	,,	0	8	0
248	* Do. green...	Regd. ton of vessel	0	2	0
249	* Do. do. part cargo ..	Cart-load	0	1	6
250	Do.	Coolie-load	0	0	3
251	Glass-ware	Hogshead	Measurement		
252	Glass, window	Box.	0	1	0
253	Do. broken	Package	0	1	0
254	Glue	Ton	1	0	0
255	Goat's hair, loose, in bundles...	Bundle or package	0	0	6
256	Do. pressed	Bale	0	1	0
257	Gold leaf—*see* Bullion.				
258	Do. mock	Box or package	0	1	0
259	Gold and silver lace or jurry	,,	0	4	0
260	Grain of all kinds, loose and in bags	Per ton of 3 candies 8 furrahs, or 9 Indian maunds to candy—On Import	0	4	0
		On Export	0	3	0
261	* Grass, green	Regd. ton of vessel	0	2	0
262	* Do.	Cart-load	0	1	0
263	Grass-oil	Case or pot	0	4	0
264	Grinding-stones, country ...	Pair	0	0	6
265	Groundnuts	Ton	0	6	0
266	Gums of kinds, not enumerated	,,	1	0	0
267	Gunny-pieces and bags ...	Bale	0	3	0
268	Do. do. ...	Half bale	0	1	6
269	Do. do. ...	Bundle of 50 pieces	0	0	9
270	Gunpowder	Case or barrel up to 25 lbs.	0	2	0
270a	Do.	Case or barrel above 25 lbs. and up to 50 lbs.	0	3	0
270b	Do.	Case or barrel above 50 lbs. and up to 100 lbs.	0	4	0
270c	Do.	For every 25 lbs. additional	0	2	0
270d	Percussion caps and loaded cartridges	Per cubic foot	0	2	0
271	Guns, large, cannons, howitzers, &c.—*see* Military stores and arms.				

No. of Item	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
272	†Sporting rifles, fowling pieces, &c.	Each	0 3 0
273	†Pistols, revolvers, &c. ...	,,	0 2 0
274	Haberdashery, millinery, and hosiery	Case	Measurement
275	Hams, in cases	,,	Do.
276	* Do. loose	Each	0 0 3
277	* Hardware	Ton	0 12 0
278	Do. when no weight is given.	Package	Measurement
279	Harmoniums and Organs—		
	If under 20 cubic feet ..	Each	0 6 0
	If 20 c. ft. & under 30 c. ft. ...	,,	0 9 0
	If 30 ,, do. 40 ,, ...	,,	0 12 0
	If 40 ,, do. 50 ,, ...	,,	1 0 0
	If 50 ,, do. 60 ,, ...	,,	1 10 0
	If 60 ,, do. 70 ,, ...	,,	2 10 0
	If 70 ,, do. 80 ,, ...	,,	4 0 0
	If 80 ,, and over	,,	5 0 0
280	Harness and harness requisites	Case	Measurement
281	Hats and caps—*see* Haberdashery and Millinery.		
282	* Hay and Straw	Regd. ton of vessel	0 2 0
283	* Do. pressed	Bale	0 0 6
284	* Do. in bundles	Cart-load	0 1 0
285	Hemp, loose, in bundles ...	Ton	0 9 0
286	Do. pressed	Bale	0 1 0
287	Hessians	,,	0 3 0
288	* Hides, buffalo, &c.	One hundred	0 8 0
289	Honey	Package or pot	0 1 0
290	Hookas (cocoanut shells) ..	Package	0 1 0
291	Horns, buffalo, bullock & deer.	Ton	0 12 0
292	Hulwa, in plates ...	Dozen plates	0 1 0
293	Do. in jambils	Dozen jambils	0 0 6
294	* Husk or chaff for burning bricks	Regd. ton of vessel	0 2 0
295	* Do. for animals	Candy of 8 furrahs or 2¼ cwt.	0 1 0
296	Ice (small quantities for daily consumption on board to pass free)	Ton	0 8 0
297	Incense—*see* Olibanum.		
298	Indian condiments	Case	Measurement
299	Indigo	Ton	1 0 0
300	Ink	Case	0 3 0
301	Do.	Cask	0 4 0
302	Instruments, drawing, mathematical, musical, and others not enumerated	Case or package	Measurement
303	Ironmongery	Ton	0 12 0
304	Do. when no weight is given	Case	Measurement
305	* Iron, bar, hoop, pig, rod, scraps, sheets, bands, angle, T, old, and steel-hoops ...	Ton	0 6 0
306	* Iron other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	,,	0 8 0

† Sporting rifles, fowling-pieces, pistols, revolvers, &c., accompanying shooting parties, or passed between ship and shore for repair, or sporting, will be exempted from Wharfage fees.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
307	Ivory and elephant tusks ...	Cwt.	0	2	0
308	Do. ware	Package	0	4	0
309	Jaggery	Ton	0	6	0
310	Jars, fancy, large, China and Japan	Each	0	1	0
311	Do. common, large	One hundred	2	0	0
312	Do. do. small	,,	1	0	0
313	Jewellery and trinkets ..	Box or package	0	8	0
314	Do. do. imitation ...	Case or package	0	2	0
315	Jute, raw, loose	Ton	0	9	0
316	Do. pressed	Bale	0	1	0
317	Kegs	One doz.	0	2	0
318	Khootwood	Ton	0	12	0
319	Kuskas for tatties	Package	0	1	0
320	Kerosine Oil	Case of 8 Im. gals.	0	0	6
321	Lac	Ton	1	0	0
322	Lac-dye	Package	0	2	0
323	Lavender flowers	,,	0	1	0
324	Lanterns, country	One doz.	0	0	6
325	Lead, pig, piping, sheets and rolls...	Ton	0	8	0
326	Do. black, white, and red ...	,,	0	12	0
327	Do. shot	,,	0	12	0
328	Leather, country	Bundle of 25	0	2	0
329	Do. foreign	Case or package	Measurement		
330	Liquorice-root	Ton	0	12	0
331	Liquors, foreign and country—*see* Spirits.				
332	* Live stock—				
A	Cows and buffaloes ...	Each	0	4	0
B	Calves and pigs	,,	0	2	0
C	Dogs and monkeys ...	,,	0	1	0
D	Donkeys	,,	0	8	0
E	Deer	,,	0	2	0
F	Elephants...	,,	2	0	0
G	Fowls and ducks	One doz.	0	1	6
H	Goats and sheep	Each	0	1	0
I	Do. do.	Per 100	1	8	0
J	Horses—*see foot note to item No.* 73	Each	1	0	0
K	Mules	,,	0	12	0
L	Pigeons, quails and partridges	One doz.	0	1	0
M	Turkeys and geese .	,,	0	2	0
N	Tigers, bears, and other wild animals	Each	2	0	0
O	Other small birds	Free			
P	Small birds or animals as pets, such as cats, monkeys, &c., in charge of the owner.				
333	Luggage of European sailors, ship captains, naval officers, members of the water police, and preventive officers, while proceeding on or off duty on board.	Free			
334	* Passengers' luggage.				
335	Do. do. brought by native coolies.				

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
336	Madder or munjeet	Ton	0 12 0
337	* Marble and marble slabs ...	,,	0 12 0
338	Marking-nuts (bellama) ...	Package	Measurement
339	* Masts of muchwas and padows	Each	0 1 0
340	* Do. of buggalows, cottias, and pattimars	,,	0 2 0
341	Matches, English	Case	Measurement
342	Do. country (dewasali) ...	Bundle	0 0 6
343	Mats, of sorts, foreign ...	Package of 50	0 1 6
344	Do. country...	,, of 100	0 2 0
345	Do. cane	Roll of 25	0 2 0
346	Machinery—*see* special rates at page 32.		
347	Matting, coir	Roll	0 1 0
348	Do. rolls of coir carpet ...	,,	0 2 0
349	Medicine—*see* Drugs.		
350	Metals, not enumerated ...	Ton	0 8 0
351	* Mill and foundation stones...	,,	0 8 0
352	Millinery—*see* Haberdashery.		
353	Molasses and treacle	,,	0 12 0
354	Mother-o'-pearl shells ...	,,	1 0 0
355	Military stores, arms, equipment ...	,,	0 12 0
356	Do. do. when no weight is given	Case	Measurement
357	Mineral waters	Case or cask	0 1 0
358	Mowra and mowra flowers ...	Ton	0 6 0
359	Myrabolams	,,	0 6 0
360	Myrrh	,,	1 4 0
361	Nails, of sorts	,,	0 8 0
362	Naphtha	Case of 10 gals.	0 1 0
363	Nowsagur—*see* Salammoniac.		
364	Nux vomica	Ton	0 12 0
365	Oars, country	One doz.	0 1 0
366	Ochre, of kinds	Ton	0 8 0
367	Oils, linseed, castor, and other vegetable ..	Tin, drum, or case up to 10 gals.	0 1 0
368	Do. do. do. ...	Ton	0 12 0
369	Do. perfumed, of sorts ...	Case or pot	0 4 0
370	Oil-cake	Ton	0 9 0
371	Oilman's stores	Case	Measurement
372	Olibanum	Ton	0 12 0
373	Opium	Chest of 140 lbs.	1 0 0
374	Do.	Half chest	0 8 0
375	Orsidue or brass leaves ...	Package	0 0 6
376	Overland post parcels ...	Each	0 0 6
377	Paints, oil	Ton	0 12 0
378	Palanquins and doolies ...	Each	0 8 0
379	Paper, of kinds	Bale	0 2 0
380	Papudkhar (country soda) ..	Ton	0 9 0
381	Parafine and petroleum—*see* Kerosine.		
382	Patch leaves	Case	0 2 0
383	Pearls	Box or package	0 8 0
384	Do. imitation	,,	0 2 0
385	Pepper of kinds and pepper roots	Ton	1 4 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
	Percussion caps—*see* under Gunpowder, 270D.		
386	Perfumery, hair oils, pomades, &c., unenumerated... ...	Case	Measurement
387	Pianofortes	Each	2 0 0
388	Piece-goods, cotton	Bale	0 1 0
389	Do. silk and velvet ...	,,	0 6 0
390	Do. cotton and silk, large bales	,,	0 6 0
391	Do. and woollens... ...	,,	0 2 0
392	Pipes, clay, smoking, common.	Case	0 1 0
393	Pistachio nuts	Ton	1 0 0
394	Pitch	,,	0 12 0
395	Plants, shrubs, and trees ...	Cart-load	0 4 0
396	Do. do. do. ...	Coolie load	0 0 6
397	Plants for Public Gardens in India	Free	
398	Plated-ware—*see* Bullion.		
399	Plums—*see* Dry fruits.		
400	Porcelain—*see* Crockery-ware.		
401	Poultry and birds—*see* Live-stock.		
402	Powa	Package	0 0 6
403	Precious stones	Box or package	0 8 0
404	Provisions, fresh, for daily use on board...	Free	
405	Do. do. for voyage...	Coolie-load	0 1 0
406	Padwas	Ton	0 12 0
407	Quicksilver	Bottle	0 2 0
408	Railway plant and materials ..	See special rates at page 32.	
409	* Rafters—*see* Timber.		
410	Rags	Bale or package	0 1 0
411	* Rattans	Ton	0 12 0
412	* Do. Malacca	One doz.	0 1 0
413	* Reeds	Bundle	0 0 6
414	* Do.	Cart-load	0 4 0
415	* Road-metal	Regd. ton of vessel	0 2 0
416	Rose-flowers, dried	Ton	0 12 0
417	Rose-water	Case	0 1 6
418	Do.	Carboy	0 0 6
419	Rosin...	Ton	0 12 0
420	Safflower (Coosoomba) ...	,,	1 0 0
421	Saddlery—*see* Harness and harness requisites.		
422	Sago	,,	0 12 0
423	Do.	Case or package	Measurement
424	* Sails of buggalows, cotias, and pattimars	Each	0 4 0
425	* Do. of padows	,,	0 2 0
426	* Do. of mutchwas	,,	0 1 0
427	Sallum-misree	Ton	2 8 0
428	Salammoniac...	,,	0 12 0
429	* Salt, country	Regd. ton of vessel	0 2 0
430	Saltpetre	Ton	0 12 0
331	Samada stones	,,	0 12 0
432	Samples and trusses	Parcel	0 1 0
433	Do. do.	Case	Measurement
434	* Sand deposited on wharf ...	Ton	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
435	* Sand deposited on *hard* ...	Ton	0 1 6
436	Sandalwood	,,	1 0 0
437	Do. boxes and ware ...	Package	0 2 0
438	Sapanwood	Ton	0 10 0
439	Scinde work	Case or package	0 2 0
440	Seeds, oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton { On Import / On Export	0 6 0 / 0 5 0
441	Seeds, other than oil-seeds, not enumerated...	,,	0 12 0
442	Senna leaves	,,	0 12 0
443	Shark-fins	,,	1 4 0
444	Sajeera	,,	0 12 0
445	Shawls, Cashmere and Delhi...	Case or package	0 8 0
446	Do. Europe	,,	Measurement
447	Shells, in cases, unenumerated.	,,	0 2 0
448	Do. loose and in bags, unenumerated	Ton	0 12 0
449	Shellac	,,	1 0 0
450	Shikakai	,,	0 12 0
451	Shooks, barrel	Each barrel	0 0 6
452	Silk, raw	Case or bale	0 3 0
453	* Skins, goat & sheep, tanned.	,,	0 2 0
454	* Do. do. untanned...	Per 50	0 1 0
455	Soap, perfumed, foreign ...	Case	Measurement
456	Do. bar do. ...	,,	Do.
456*a*	Do. do. do. when in	Cases under 3 cubic feet, per cubic foot	0 0 6
457	Do. country, bar and soft ...	Ton	0 12 0
458	Soapnuts	,,	0 12 0
459	Soda, foreign	Per cask or case, weighing 1 cwt. or under	0 11 0
459*a*	Do. do.	,, over 1 cwt.	0 2 0
460	Do. country—*see* Papudkhar.		
461	Supras (winnowing fans) ..	One hundred	0 2 0
462	Soorungy	Ton	0 12 0
463	* Spelter and solder	,,	0 8 0
464	Spices—cinnamon, mace, cloves nutmegs, bastard, cardamoms, and other unenumerated (for cardamoms, *see* Special rate) ...	,,	0 10 0
465	Spirits and wines, foreign in wood.	Per Imp. gal.	0 0 2
466	Do. do. do. in bottles.	1 doz. qts. or 2 doz. pints.	0 1 0
467	Do. country	Three Imp. gals.	0 0 2
468	Do. beer, porter, &c.—*see* Ale.		
469	Stationery, unenumerated ...	Case	Measurement
470	Do. do. ...	Cask	Do.
471	Staves, barrel—*see* Shooks.		
472	* Steel	Ton	0 8 0
473	* Stones, ballast,—*see* Ballast.		
474	* Do. laddy, paving, and sand dressed.	Regd. ton. of vessel	0 2 0
475	* Do. do. do. ...	Cart-load	0 2 0
476	* Do. do. do. undressed and rough ...	Ton	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
477	* Stones, rollers of, large ...	Each	0	4	0
478	* Do. do. small ...	,,	0	2	0
479	* Stoneware, country... ...	Cart-load	0	6	0
480	* Do. do.	Package	0	1	0
481	* Stores, old, marine	Cart-load	0	4	0
482	* Suffrys for making mat bags	,,	0	4	0
483	Sugar and sugarcandy ...	Ton	0	8	0
484	Sugar, loaf or chopped ...	Per case under 1 cwt.	Measurement		
485	Do. loaf	Case weighing 1 cwt. and over	0	2	0
486	* Sugarcane	Regd. ton. of vessel	0	2	0
487	* Do.	Cart-load	0	1	6
488	Do.	Per cooly-load	0	0	3
489	Sulphur	Ton	0	12	0
490	Sweetmeat, native	Case or package	0	2	0
491	Do. do.	Pot or basket	0	0	6
492	Syrup and sherbet	Case	0	2	0
493	Tallow—*see* Fat.				
494	* Tamarind, raw and green ...	Regd. ton. of vessel	0	2	0
495	* Do. do. do. ...	Cart-load	0	1	6
496	Do. do. do. ...	Per cooly-load	0	0	3
497	Do. preserved (ambli) ...	Ton	0	12	0
498	Tar	,,	0	12	0
499	Tea	Per 15 lbs. or part of 15 lbs.	0	0	6
500	* Tents, double-poled... ...	Each	1	0	0
501	* Do. single-poled	,,	0	8	0
502	* Do. routees	,,	0	4	0
503	* Do. bechobas	,,	0	2	0
504	* Tiles, country	Regd. ton. of vessel	0	2	0
505	* Do. do.	Per cart-load	0	1	0
506	Do. flooring, packed ...	Ton	0	12	0
507	* Do. foreign and Mangalore.	Regd. ton. of vessel	0	2	0
508	Do. do. do.	Per cart-load	0	1	0
509	* Timber, blackwood, ebony, teak, and pine, in large squares, planks, and scantlings†	Ton of 50 c. ft.	0	8	0
510	* Do. bhendy, jungle, and rafters...	Registered tonnage of vessel	0	6	0
511	* Do. rafters, by raft... ..	Cart-load	0	4	0
512	* Tin, of kinds	Ton	0	8	0
513	Tin plates	Case	0	0	6
514	Tobacco, country, in leaf, unmanufactured ...	Bale	Measurement		
515	Do. foreign, manufactured, but not cheroots ...	Case	0	2	0
516	Tortoise shells	,,	0	4	0
517	Toys	,,	Measurement		
518	Trunks and boxes, country, empty.	Of 6 c. ft. and under, each	0	0	6
519	Do. do. do. ...	Of over 6 c. ft. each	0	1	0
520	Do. do. foreign ...	.....	Measurement		

† On timber removed from one basin to another on the foreshore no export wharfage fee will be charged.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
521	Trunks and boxes, camphor-wood drawers	Each piece	0	4	0
522	Turmeric	Ton	0	12	0
523	Turpentine	Per tin, drum, or case up to 10 gals.	0	1	0
524	Twine, country	Ton	0	12	0
525	Twist and yarn	Bale	0	1	0
526	Umbrellas	Case or package	Measurement		
527	Varnish	Case of 5 gals.	0	1	0
528	* Vegetables, fresh	Regd. ton. of vessel	0	2	0
529	* Do. do.	Cart-load	0	1	6
530	* Do. do.	Cooly-load	0	0	3
531	Vermillion	Ton	0	12	0
532	Do.	Case	0	1	0
533	Vinegar, country	Hogshead	0	2	0
534	Do. do.	Pot or carboy	0	0	6
535	Wines, liquors, &c.—*see* Spirits				
536	Wire, of sorts, not enumerated	Ton	0	12	0
537	Do. when no weight is given.	Case	Measurement		
538	Wool, Berlin—*see* Haberdashery.				
539	Do. raw, unpressed ...	Bale up to 1½ cwt.	0	2	0
539a	Do. do. do.	Bale or Docra up to 3 cwt.	0	3	0
540	Do. raw	Bale or bora above 3 cwt.	0	4	0
541	Do. pressed	Bale	0	1	0
542	Woollens—*see* Piece-goods.				
543	* Walnuts—*see* Akroots.				
544	Waste cotton, twist and wool	,,	0	0	6
545	Watches, gold and silver ...	Case	0	8	0
546	Do. other than above ...	,,	0	4	0
547	Whiting	Ton	0	8	0
548	* Yellow metal, sheets ...	,,	0	8	0
549	* Zinc sheeting	,,	0	8	0
	Charges for Measurement.				
	On all goods not enumerated, if in cases, bales, crates, or casks, and on all goods specified to be charged for by measurement, the rates will be:—				
550	If under 4 cubic feet	Package	0	1	0
551	If of 4 and under 6 cubic feet...	,,	0	2	0
552	If of 6 and under 10 cubic feet	,,	0	2	6
553	If of 10 and under 15 cubic feet.	,,	0	3	0
554	If of 15 and under 20 cubic feet	,,	0	4	0
555	If of 20 and under 30 cubic feet	,,	0	6	0
556	If of 30 and under 40 cubic feet.	,,	0	7	0
557	If of 40 and under 50 cubic feet.	,,	0	8	0
558	If of 50 and under 60 cubic feet.	,,	0	10	0
559	If of over 60 cubic feet ...	,,	0	12	0
560	On all goods not enumerated, chargeable by weight, the rate will be:—	Ton	0	12	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
			Rs. a. p.
561	All descriptions of packages of goods rated in this table of fees, excepting goods rated at less than one anna per package or rated per cubic foot, and excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 4 c. feet, will be charged	Package	0 1 0
562	Provisions and furniture for picnic and excursion parties will be allowed to pass free.		
563	Four annas will be levied for each duplicate chápa or receipt issued.		
564	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.		

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins for discharging or receiving will be charged :—

		Rs. a. p.
Cargo boats up to 20 tons, each	per month	0 4 0
Do. over 20 tons, and up to 30 tons, each...	„	0 8 0
Cargo boats over 30 tons, each	„	1 0 0
Barges up to 60 tons, each	„	2 0 0
Do. over 60 tons, each	„	3 0 0
Ferry Steamers each	„	100 0 0
Ferry and Coasting Steamers up to 185 feet long coming alongside the wharf for embarking or disembarking passengers, each, per month	„	100 0 0
Do. do. over 185 feet long do. do. ...	„	125 0 0
Ferry and Coasting Steamers up to 185 feet long lying alongside the wharf for embarking or disembarking passengers, or while repairs are being effected, for each day, or part of a day	„	10 0 0
Do. do. over 185 feet long do. do. ...	„	15 0 0

2. Coasting vessels, other than Steamers, excepting those specified in section 4, arriving at, or departing from, any of the Port Trust wharves or basins, will be charged per registered ton Re. 0-1-0.

3. Coasting vessels, with the exception of those shown in the following section, will, for the charge as per preceding section, be allowed to remain at the wharves or in the basins for the purpose of discharging or loading, three days in the case of vessels of 20 tons burden and under, and six days in the case of vessels of over 20 tons burden. Any period in excess of those days will be charged for according to the following scale :—

		Rs. a. p.
Vessels up to 20 tons burden	per day	0 8 0
Do. over 20 tons and up to 30 tons ...	,,	0 12 0
Do. over 30 tons and up to 40 tons ...	,,	1 8 0
Do. over 40 tons	,,	2 0 0

4. Vessels arriving at any of the Port Trust Bandars from the undermentioned ports or from any ports lying within the line of Kennery Island, and to the south of Kalayan Bhiwndi, or leaving the Port Trust Bandars for the same ports, will be charged half the rates shown in sections 2 and 3, but will only be allowed four free days :—

"Antora, Kalyan, Karanja, Nagotna, Uran, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwndi, Dharamatar, Mandwa, Oolwa, Panvel, Trombay."

5. Cargo boats and barges lying alongside any Port Trust wharf, and not discharging freely within 48 hours, will be charged :—

		Rs. a. p.
Cargo boats and barges from 10 to 25 tons each...	per day	0 4 0
Do. over 25 and up to 50 tons	,,	0 8 0
Do. over 50 tons	,,	1 0 0

6. Cargo boats, barges, and coasting vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

		Rs. a. p.
Barges, each...	per day	0 8 0
Cargo boats	,,	0 4 0
Muchwas and jolly boats	,,	0 2 0
Hodies	,,	0 1 0

7. Boats engaged for hire in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bandars, will be charged :—

			Rs. a. p.
Steam launches...	each	per month	3 0 0
Jolly boats, bandar boats, dingees, and muchwas...	,,	,,	1 0 0
Cargo boats	,,	,,	1 8 0
Bullows	,,	,,	1 8 0
Hodies	,,	,,	0 8 0

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors', and Surveyors' boats .....Free.

Hard Fees.

8. Vessels using the Hards at Tank Bandar, and those south of it, for oiling and repairing, will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Bumboats and jolly boats ...	Each	0 6 0	0 2 0
Tonies...	,,	0 3 0	0 1 6
Boats, from 10 to 15 tons ...	,,	0 8 0	0 3 0
Do. over 15 to 25 ,, ..	,,	1 0 0	0 6 0
Do. over 25 to 100 ,, ...	,,	2 0 0	1 0 0
Do. over 100 tons	,,	4 0 0	2 0 0

9. Vessels using the Hards north of Tank Bandar for oiling and repairing will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Tonies	Each	0 1 0	0 0 6
Bumboats and jolly boats ..	,,	0 2 0	0 1 0
Boats, from 5 to 15 tons... ...	,,	0 3 0	0 1 6
Do. over 15 and up to 20 tons	,,	0 5 0	0 2 0
Do. over 20 and up to 30 ,,	,,	0 8 0	0 3 0
Do. over 30 and up to 50 ,,	,,	1 0 0	0 6 0
Do. over 50 and up to 100 ,,	,,	2 0 0	1 0 0
Do. over 100 tons	,,	3 0 0	1 8 0

10. Harbour craft and barges getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-4-0 for the first 12 months, and for each succeeding 12 months, 8 annas per registered ton.

12. Vessels and timber lying on the Hards north of the Mazagon Reclamation will be charged :—

		Rs. a. p.
Pattimars and cottias, each	per mensem	2 0 0
Cargo boats and gulbuts	,,	1 0 0
Muchwas	,,	0 8 0
Hodies	,,	0 4 0
Timber, for first 12 months or part of 12 months	per ton	0 4 0
Do. on renewal, for every 12 months or part of 12 months	,,	0 8 0

13. Vessels lying on the Hards south of Tank Bandar will be charged double the rates in preceding section—

14. Vessels using the slip at Malet Bandar for oiling and repairing will be charged :—

			Rs. a. p.
Jolly boats	each per diem		0 8 0
Steam launches	,,	,,	1 0 0
Boats, from 10 to 15 tons ...	,,	,,	2 0 0
Do. over 15 to 25 ,, ...	,,	,,	3 0 0
Do. over 25 to 100 ,, ...	,,	,,	4 0 0
Do. over 100 to 150 ,, ...	,,	,,	5 0 0
Do. over 150 tons	,,	,,	6 0 0

Cranage Fees.

15. These fees will be chargeable as follows :—

		Rs.	a.	p.
Elephants ...	Hand-crane ... ... each	2	0	0
	Steam-crane ... ... ,,	3	0	0
Horses, included in wharfage.				
Cows and buffaloes ... ...each		0	8	0
Calves ,, ,, ... ,,		0	4	0
Mules and Donkeys included in wharfage.				
Bale and box goods and other merchandise up to 1½ tons, by hand-crane ... ... per ton		0	4	0
Do. do. by steam-crane ... ... ,,		0	6	0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand crane ... ... ,,		0	6	0
Do. do. by steam-crane ... ... ,,		0	8	0
Do. do. above 3 to 6 tons by hand-crane... ,,		0	8	0
Do. do. above 6 tons ... ... ,,		1	0	0

The above charges, when hand-cranes are used, do not include labour.

16. At Tank Bandar logs of timber by derrick will be charged per cart-load ... ... Re. 0 1 0

Fees for Water.

17. Vessels coming to the Port Trust Bandars for water will be charged :—

	Rs.	a.	p.
Boats, small ... ... each per trip	0	2	0
Cargo boats ... ... ,, ,,	0	4	0
Coasting Vessels of 25 tons and under ,, ,,	0	8	0
Do. of over 25 and up to 40 tons ... ... ,, ,,	0	12	0
Do. of over 40 tons ... ,, ,,	1	0	0
Steam barges ... ... ,, ,,	0	8	0

Vessels that have paid the tonnage fees will be exempted from these charges.

Rents.

18. All goods marked with an asterisk (*) will be allowed to remain free of rent as under. Should they not be removed within the prescribed time, rent will be charged at the rates placed below :—

If on wharf front or roads, 48 hours ... Rs. 30 per 500 sq. ft.
If in sheds, 3 days ... ... ,, 20 ,, ,,
If on Bandars 30 feet behind wharf, 5 days ... ... ,, 15 ,, ,,

19. Goods not marked with an asterisk(*)—

A.—Goods subject to Imperial duty, and duty-free piece-goods and yarn, will be allowed 7 days free of rent if stored in sheds, or kept 30 feet behind the wharf front.

B.—Free Goods, for which importers have to prepare Import Gate Notes, will be allowed 5 free days if in sheds, or 30 feet behind the wharf.

C.—Free goods, from free ports, which can be passed on the manifest, will be allowed 3 days if in sheds, or 30 feet behind wharf front.

D.—Goods on the wharf front will only be allowed 48 hours free of charge.

After the free days allowed in A, B, and C have expired, extra fees on goods, except Cotton, will be incurred for every 3 days, or part of

3 days, at the rate of Wharfage fee to which the goods may be liable : and in the case of D, the extra fee will be incurred for every 48 hours, or part thereof. For Cotton deposited in the sheds or on the wharf, extra fees will be levied at the rate of one wharfage fee for every day in excess of the free time.

Charges for Scales.

		Rs.	a.	p.
20.	Scales for weighment of goods, when placed on the wharf fronts in sheds or on roads, will be charged on account of space occupied per scale per day ...	0	8	0
	When placed on any other part of the Bandar, the charge will be per scale per day	0	6	0
	Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.			
	No scale fees will be charged at the Colaba Bandars or at the Apollo Reclamation.			
21.	Goods, excepting wet dates and jaggery, when repacked on the Bandars, will be charged, per package	0	0	6
	Do. wet dates and jaggery, per package	0	0	3

22. In computing the number of days for charging rents and extra fees, the following days will be omitted :—

1.—For goods not liable to Imperial duty ..... { Sundays, Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving Days ordered by Government, or any special occasions ordered by the Trustees.

2.—For goods liable to Imperial duty..... { Same as above, and in addition any other days on which Imperial duty may not be received at the Custom House.

23. Warehouse, shed, and ground rents not fixed, will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

24. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

25. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Shut-out Goods.

26. Goods shipped from the Port Trust Bandars, but which may be re-landed in consequence of being shut out from vessels, will be charged half wharfage fees on the relanding, and half wharfage fees on the re-shipment.

Work at Nights and on Holidays.

27. Work at nights, on Sundays, and on the general public holidays, New Year's Day, Good Friday, the Queen's Birthday, and Christmas Day, will be permitted on the Port Trust Bandars, with

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Note.—Rules 24 and 25 apply only to goods transhipped under Chapter 12 of Sea Customs Act without Import or Export documents.

the Traffic Manager's consent, on payments of the following charges :—

	Rs.	a.	p.
For Sunday work, sunrise to sunset	10	0	0
Do. half day, from sunrise to noon, or from noon to sunset	5	0	0
For public holidays (whole or part day)	10	0	0
For night work, sunset to midnight	5	0	0
From sunset to sunrise, or for any work between midnight and sunrise	10	0	0

Re-landed and Re-packed Goods.

28. Goods shipped from the Trustees' Bandars, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels put back from Stress of Weather.

29. Vessels that may put back through stress of weather or in distress will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Outlying Bandars.

30. Goods landed and shipped at the Chaupáti, Máhim and Warli Bandars, and at the Bandars north of the Frere Land Reclamation, will be charged half the rates laid down in this table for wharfage, rents, &c.

31. *Special Rates for Boilers, Machinery, Railway Plant and Materials.*

	Wharfage.		
	Rs.	a.	p.
Up to ¼ of a ton	0	6	0
Over ¼ and not exceeding 8 tons...	0	10	0
„ 8 „ 100 „	1	6	0

Machinery in pieces will be charged by measurement or weight at option of Traffic Officers ; if by measurement, forty cubic feet will be considered a ton.

Railway Siding Fees.

32. For the use of the Railway Sidings on Port Trust Estate, other than the Prince's Dock Sidings, the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Firewood, Charcoal, and Timber, Rs. 1¼ per loaded wagon.
„ Cattle, Rs. 1½ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ All other goods, 4 annas per ton.

Carts and Cattle Fees.

33. Carts and cattle kept on the Port Trust property will be charged as under :—

Carts—6 annas per month or part of a month. If within Customs limits 2 annas per night.

Buffaloes—12 annas per month or part of a month.
Bullocks—6 annas per month or part of a month.

By order of the Trustees,
G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PENSION AND PROVIDENT FUND RULES.

1. For the purposes of these rules the servants of the Trust shall be divided into the following classes:—

(A) Superior servants, as defined in the Civil Pension Code.

I. Those appointed by Government in connection with the Harbour Properties prior to the formation of the Trust.
II. Those appointed by the late Harbour Board.
III. Those taken over by Government from the late Elphinstone Company.
IV. Those appointed by Government subsequent to the purchase of the Elphinstone Property.
V. Those taken over from Government with the Apollo Bonded Warehouses.
VI. Those appointed by the Trustees.
VII. Harbour Masters and Pilots.

(B) Inferior servants, as defined in the Civil Pension Code.

These rules shall not be held to apply to labourers, artizans, &c., paid by daily wages and not borne on the establishment lists of the Trust.

2. All superior servants of the Trust other than Pilots who were taken over from Government at the formation of the Trust in 1873, that is to say, Classes I. to V. as above defined, shall be admitted to the benefit of the Uncovenanted Service Rules applicable to Government servants of corresponding position, and shall be entitled, or otherwise, to pension or gratuity on retirement, according as their service does or does not fulfil the conditions laid down in the Code.

3. The service of Classes I. to V. for pension under the Uncovenanted Rules shall be reckoned from the dates of their first being appointed or transferred to the service of Government.

4. For all superior * permanent servants of the Trust appointed

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* TRUSTEES' RESOLUTION No. 15, dated *3rd January* 1884.
Read letter from the Dock Superintendent, dated 7th December, enquiring whether a Bill Collector is to be classed amongst superior or inferior servants, and whether he is entitled to Pension or provident Fund Rules.
Read Minutes of members of Establishment Committee.
Resolution 15.—Bill Collectors should be treated as "Shroffs" in Government service. Their service being inferior if the pay does not exceed Rs. 15 a month.

TRUSTEES' RESOLUTION No. 16, dated *3rd January*, 1884.
Read Memo. from Dock Superintendent, dated 5th December, forwarding application from two Dock Carpenters asking permission to join the Provident Fund.
Read Minutes of members of Establishment Committee.
Resolution 16.—The service of the Carpenters in question should be considered as "inferior."

under the present or farmer Port Trust Act, and also for all Harbour Masters and Pilots, that is to say, for Classes VI. and VII. as defined in Rule 1, a Provident Fund shall be established, to be maintained partly by their own subscriptions, and partly by contributions from the Trust.

5. Subscriptions to the fund shall be compulsory on all officers appointed subsequently to its establishment.

6. Superior permanent* servants belonging to Class VI., also Harbour Masters and Pilots already in the service of the Trust, shall have the option of joining the fund, and of subscribing for their past service, subject to the following conditions :—

(*a*) That they must elect within six months whether they will join the fund or not.

(*b*) That their subscriptions for past service must be made within a term, counting from the date of the establishment of the fund, equal to the term of their antecedent service.

(*c*) That Harbour Masters and pilots may only subscribe for such past service as may have been rendered subsequently to the formation of the Port Trust, *viz.*, 26th June 1873.

7. Within the term above defined they shall be at liberty to pay in any sums, at their convenience, not exceeding in the aggregate the total sum to which their contributions, calculated as laid down in

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* TRUSTEES' RESOLUTION No. 215, dated *8th April* 1884.

Read Memo. from Engineer, dated 15th December, submitting petition of five Time-keepers for permission to join the Provident Fund.

Read Minutes of members of Establishment Committee.

The Chairman recommends that the following should be considered as belonging to the permanent staff, to whom the Provident Fund Rules should apply :—

1. Time-keeper, Hydraulic Engine House.
2. Do. Work-shops.
3. Check Clerk, General Works.
4. Time-keeper, General Works.

But that the appointment of Assistant Time-keeper, Workshops, cannot be considered sufficiently permanent to entitle him to join the Fund.

Resolution 215.—The recommendation of the Establishment Committee is approved of.

TRUSTEES' RESOLUTION No. 323, dated *5th June* 1884.

Read letter from the Engineer, dated 19th May, forwarding application from Pestonjee Pallonjee, Time-keeper on board the dredger "Teredo," for permission to join the Provident Fund.

Read report by Assistant Secretary, dated 23rd May.

Read Memo. by Engineer, dated 26th May.

Read Minutes of members of Establishment Committee.

Resolution 323.—Mr. Pestonjee Pallonjee may be allowed to join the Provident Fund.

Rule 11 on their salaries or earnings during such antecedent service, would have amounted, and for each such payment shall be entitled to an equal contribution from the Trust.

8. Superior permanent servants included in Classes III., IV., and V. shall also be allowed the option of joining the Provident Fund on the foregoing conditions. Provided that any officer so electing to join the Provident Fund shall be held to have thereby waived his claim, under Rule 2, to the benefit of the Uncovenanted Service Pension Rules. Provided also that officers belonging to Classes III., IV., and V. shall be entitled to pay up their subscriptions, and to receive the corresponding Trust contribution for their service since the formation of the Trust only.

9. Any officer included in Classes III., IV., and V., who having elected to join the Provident Fund under Clause 9 takes advantage of Trustees' Resolution No. 198, dated 9th April 1889, to withdraw from the Provident Fund, shall thereupon be admitted to the benefit of the Uncovenanted Service Pension Rules applicable to Government servants of corresponding position as laid down by Clause 2. Any sums paid by him to the Provident Fund shall be repaid to him with accrued interest thereon, and any sums paid by the Trustees to the credit of his account in the Provident Fund shall with accrued interest thereon revert to the Trustees. Any share of forfeitures under clause 23 that may have been credited to his account shall, with accrued interest thereon, be divided amongst the subscribers to the Provident Fund in proportion to the amounts they have subscribed during the year in which the said officer's connection with the Provident Fund ceases.

10. Officers and servants who having had the option of joining the Provident Fund neglect to do so, shall, except in so far as they may be entitled to the benefit of the Uncovenanted Service Pension Rules, have no claim whatever upon the Trust, on the part either of themselves or of their families.

11. Contributions* of subscribers other than Harbour Masters and

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* TRUSTEES' RESOLUTION No. 14, dated *3rd January* 1884.

Read letter from the Assistant Secretary, dated 11th December, enquiring, with reference to Provident Fund Rule No. 11, whether in the event of a subscriber being on leave his contributions during his absence should be made at the rate of 5 per cent. on the pay of his appointment, or on the leave allowance he might be drawing. Also whether in the case of an officer being promoted from inferior to superior service, and becoming a subscriber to the Provident Fund, he would be allowed to subscribe for his past inferior service.

Read Minutes of members of Establishment Committee.

Resolution 14.—The contribution should be calculated on the amount actually drawn in all cases.

An officer promoted from inferior to superior service may either count the whole of his service as inferior towards pension on the "inferior" scale of pay, or he may, on appointment to a superior grade join the Provident Fund, in which case he will waive all claim on account of inferior service and will contribute to the Provident Fund from the date of his appointment to a superior grade.

Pilots* shall be at one uniform rate of 5 per cent. on total salary or earnings,† exclusive of conveyance or house allowance, and current contributions shall be deducted month by month from their pay. Contributions of Harbour Masters and Pilots shall be at the same rates, but on their estimated earnings as follows :—

From 26th June 1873 till 31st August 1876.

Senior Pilots (now Harbour Masters) at the rate of.....	Rs.	400	a month.
1st Grade Pilots.....	,,	300	,,
2nd ,, ...	,,	250	,,
3rd ,, ...	,,	200	,,
Probationers, Rs. 80 to 28th February 1875, thereafter...	,,	100	,,

From 1st September 1876 till 31st December 1879.

Master Pilots (now Harbour Masters) at the rate of.....	Rs.	450	a month.
1st Grade Pilots	,,	330	,,
2nd ,, ...	,,	270	,,
3rd ,, ...	,,	225	,,
Probationers	,,	100	,,

From 1st January 1880.

Harbour Masters at the rate of	Rs.	475	a month.
1st Grade Pilots	,,	400	,,
2nd ,, ...	,,	330	,,
3rd ,, ...	,,	265	,,
Probationers	,,	100	,,

12. The Trustees' contribution shall be at the rate of 100 per cent. on subscribers' contribution, and shall be made yearly on 31st March ‡

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* Trustees' Resolution No. 167, dated 13*th March* 1884.

Read letter from the Assistant Secretary, dated 6th March, enquiring whether the contributions of Pilots to the Provident Fund should be credited on the 1st of each month as is done in the case of the rest of the establishment of the Trust, or whether they should be credited at the date on which their abstract is paid about the middle of the month.

Read Minutes of members of Establishment Committee recommending that credit be given on 1st of each month.

Resolution 167.—The recommendation of the Establishment Committee is agreed to.

† Trustees' Resolution No. 376, dated 3*rd July* 1884.

Read Minutes of members of Establishment Committee on a reference made to them as to whether employés of the Trust should be allowed to contribute to the Provident Fund on account of earnings for over-time.

Resolution 376.—Contributions to the Provident Fund on account of over-time should not be allowed.

‡ Trusttees' Resolution No. 324, dated 5*th June* 1884.

Read Minutes of members of Establishment Committee deciding on a reference made by the Secretary, dated 16th May, that for those employés who ceased to belong to the Provident Fund before 31st March 1884, the Trust need make no contribution for 1883-84, but that for those who left after 31st March 1884, such contribution must be made for 1883-84, and treated as a forfeiture in 1884-85.

The Committee also recommend that the following addition be made to Rule 12 :—" except in the case of death when the Trust's contribution " shall be made on that of the subscriber up to the time of death."

Resolution 324.—The recommendations of the Establishment Committee are approved and should be acted upon.

except in the case of death when the Trust contribution shall be made on that of the subscriber up to the time of death.

13. Separate accounts shall be kept for each subscriber, showing in the first place the amount of his own personal subscriptions, with the interest thereon as it accrues, and in the next, his share of the yearly Trust contribution with interest thereon.

14. Interest shall be allowed by the Trust on all payments by subscribers, and also on the Trust's contribution, at 4 per cent. per annum, to be credited yearly on the 31st March.

15. Subscribers shall serve 15 years in order to entitle them to receive their shares of the Trust's contributions.

16. In the event of retirement before completion of that period, subscriber shall receive the amount of their own subscriptions only, with the interest thereon.

17. The trustees shall have the power, in case the retirement is necessitated by certified incapacity for further service, or other causes beyond the subscribers' control, to waive forfeiture of share of Trust's subscription.

18. Dismissal for misconduct shall entail absolute forfeiture of all claim on the fund.

19. The Trustees shall have power, in cases in which misconduct is not criminal, to allow subscribers dismissed for misconduct to receive the amount of their own subscriptions only, with or without interest as the Trustees may decide.

20. Every subscriber shall be required to nominate a person to whom the amount standing at his credit shall be payable in the event of his death while in the service of the Trust, or before his claim on the fund shall have been discharged, and to keep up the nomination.

21. On the death of a subscriber the full amount standing to his credit, including Trust's contribution, shall be paid without deduction to his nominee appointed as provided above, irrespective of the period for which the subscriber may have served, but subject to any claim under Rule 25.

22. The amount to the credit of a subscriber who at his death has failed to nominate or to keep up the nomination of a receiver shall lapse absolutely to the Trust, provided that it shall be at the discretion of the Trustees to grant the whole or any part of any amount which may have so lapsed to any relative or dependant of the deceased subscriber whose circumstances appear to them to warrant such a concession.

23. Any lapses or forfeitures which may accrue during the year shall be divided amongst the subscribers in proportion to the amounts they have subscribed during the same year.

24. Payments shall be made within three months from the date of retirement or death of the subscribers, and shall include interest up to the date on which payment is made.

25. The Trustees shall have power to recover any money claims the Trust may have against subscribers from the amount standing to their credit in the books of the Trust.

26. The accounts of the Pilot Service Provident Fund shall be kept separate, and the Trust's contributions shall be paid out of the Pilotage Revenue, but the rules, unless where specially modified, shall in other respects be the same.

27. The peons and other inferior servants* in the Trustees' service should be admitted to the benefits of the pension rules lately adopted by Government to take the place of those referred to in Section 113 of the Civil Pension Code and published at page 822 of the *Government Gazette* for 1887 ; that the gratuity for not less than 5 but less than 10 years' service should stand as under Section 121 of the Civil Pension Code at 3 months' pay ; and that the retiring pension after a service of 30 years should stand as provided for under Section 116 of the Civil Pension Code.

28. That no alteration should be made in the existing leave rules and that No. 27 and 28 of the Pension and Provident Fund rules should now be omitted.—Trustees' Resolution No. 277, dated 15th May 1888.

29. Service for pension or gratuity according to the scale applicable to inferior servants shall count from date of appointment by Government, the late Harbour Board, or the Trustees as the case may be.

30. These Rules shall be held to have come into operation on 8th May 1883, and the decision of the Trustees on all questions arising out of them shall be final.

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* See note on Section 11, on page 628, regarding the promotion of an officer from inferior to superior service.

BOMBAY PORT TRUST.

RULES ADOPTED BY THE TRUSTEES FOR THE REGISTRATION OF DEBENTURES.

1. Holders of Port Trust debentures desiring to have the same registered shall lodge such debentures in the office of the Trustees with a written request addressed to the Trustees to register the same.

2. The fee payable to the Trustees for registering a debenture shall be Five Rupees.

3. By registering a Port Trust debenture the Trustees do not guarantee that the holder of it when presented for registration and registered had a good title to such debenture.

4. The holder of a registered Port Trust debenture desiring to transfer the same shall lodge such debenture in the office of the Trustees, together with an instrument of transfer signed by such holder or his properly constituted attorney duly stamped, transferring such debenture into the name of the proposed transferee thereof. Such instrument shall also be signed by the proposed transferee.

5. The instrument of transfer of a registered Port Trust debenture shall be in the following form :—

BOMBAY PORT TRUST.

I, A B of in consideration of the sum of Rs. paid to me by C D of do hereby transfer to the said C D Debenture for Rs. , No. of the Loan of registered in my name in the books of the Trustees of the Port of Bombay to hold the same subject to the conditions thereof, and I the said C D hereby agree to take the said debenture, subject to the conditions thereof.

As Witness our hands this day of

Witness.

6. All instruments of transfer which shall be registered will be retained by the Trustees.

7. A fee of One Rupee will be charged for the registration of each transfer, and must be paid before the registration of the transfer.

8. When a Port Trust debenture has been registered, it will only be payable to the registered holder of such debenture or his properly constituted attorney, or in case of his death to his executors or administrators.

9. When a Port Trust debenture has been registered, the interest coupons attached to such debenture will be payable to the bearer of them in the same manner as if such debenture had not been registered.

10. The registered holder of a Port Trust debenture desirous of removing the same from the register of the Trustees shall be at liberty to do so, and shall for that purpose lodge such debenture in the office of the Trustees with a written request signed by him or his attorney and addressed to the Trustees to remove such debenture from the register.

11. A fee of Five Rupees will be charged for removing a debenture from the register and must be paid before such removal takes place.

12. The Trustees upon the receipt of a request to remove a Port Trust debenture from the register will stamp beneath the name of the last registered holder on the back of the debenture the word "unregistered" and will cause such stamp to be authenticated with the signature of the Chairman of the Trustees, and thereupon such debenture shall cease to be a registered debenture and shall be payable to bearer and transferable in the same manner as if such debenture had not been registered.

Debentures thus removed from the register can be again registered, and when again registered can be dealt with in the same manner as debentures which have not been before registered.

By order of the Trustees,

G. MANSON, Secretary.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 3rd January.	Week ending 10th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 3/32d.	1s. 4 7/16d
„ „ Sight	1s. 4 7/16d.	1s. 4 15/32.d.
„ „ 3 m'ths' „	1s. 4 17/32d.	1s. 4 9/16d.
„ „ 4 „ „	1s. 4 9/16d.	1s. 4 5/8d.
„ „ 6 „ „	1s. 4 5/8d.	1s. 4 11/16d.
First-class Credits... 3 „ „	1s. 4 21/32d.	1s. 4 11/16d.
„ „ 6 „ „	1s. 4 25/32d.	1s. 4 3/4d.
Documents ... ... 3 „ „	1s. 4 11/16d.	1s. 4 23/32d.
„ ... ... 6 „ „	1s. 4 13/16d.	1s. 4 29/32d.
Paris Francs Mercantile Bills... 3 „ „	1·75 1/2	1·76
„ ... 6 „ „	1·77 1/4	1·77 1/2
On Calcutta Bank Telegraphic Transfer	100	100 1/16d.
On China Mer'tile Bills, 60 days' Sight	219	219
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-7-6	Rs. 23-8-0
Sovereigns	„ 14-12-6	„ 14-12-9
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills	10 per cent.	12 per cent.
„ of Interest on Demand Loans on Govt. Securities.	8 „	9 „
Rate of Discount in the open Market on Govt. Securities ...	9 „	8 „
Money Market	Firm.	Tight.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 97 7/16	Rs. 97
Four-and-a-half per cents. ...	„ 103	„ 103
IMPORTS.		
PIECE GOODS— Market	Quiet, but Steady.	Quiet, but Steady.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Rs. 2-11 to 3-13
8 1/4 lbs „ „ „ ...	„ 3-3 to 5-0	„ 3-3 to 5
3 lbs. 30-32 in. Madapollams „ ...	„ 1-5-6 to 1-9-6	„ 1-5-6 to 1-9-6
No. 40s Mule Twist, (per lb.) ...	As. 8 1/2 to 9 1/2	As. 8 1/2 to 9 1/2
No. 30s Water „ „ ...	„ 8 1/2 to 9 1/2	„ 8 1/2 to 9 1/2
Copper Braziers, (in bundles, per cwt.)	Rs. 56 1/2 ready; „ 56 to arrive.	Rs. 56 1/2 ready; „ 56 to arrive.
Yellow Metal, (in cases) „ ...	„ 48 ready; „ 47 1/2 to arrive.	„ 49 ready; „ 48 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 28 to 30	Rs. 28 to 30
Staffordshire Bar Iron, „ „...	„ 31 to 32	„ 31 to 32
Swedish Bar Iron, „ „...	„ 42 to 43	„ 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	Rs. 22 ready; „ 21 1/2 forward	„ 23 ready; „ 22 forward.
Welsh Hartley Coal, (per ton) „	Rs. 21 ready; 20 fwd.	Rs. 22 ready; 21 forward
Cardiff Coal, „ „	„ 25 1/2 ready; 24 fwd.	„ 25 1/2 „ 24 „
EXPORTS.		
COTTON— Market. (per candy.)	Steady; better enquiry.	Quiet, but steady.
Broach, ... Fine...	Rs. 238 ready.	.....
Do. ... ... F.G....	„ 232 Feb.-March.	Rs. 230 ready.
Do. ... ... Good..	„ 228 „ „	„ 225 March.
Hingunghat, ... Good..	„ 228 ready.	„ 228 ready.
Do. ... ... F.G....	„ 234 „	„ 232 „

mittee of the Chamber of Commerce during the Year 1889.

Quotations.	Week ending 3rd January.	Week ending 10th January.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine.	Rs. 220 Ready	Rs. 220 Ready
" " F.G....	" 216 "	" 216 "
" " Good..	" 210 "	" 210 "
" " F.G.F.	" 204 "	.....
Khandeish, ... Fine...	" 209 "	" 208 Ready
" ... ... F.G....	" 204 "	" 204 "
" ... ... Good..	" 199 "	" 195 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 200 Ready	Rs. 197 Ready
" ... ... F.G....	" 195 "	" 193 "
" ... ... Good..	" 190 "	" 190 "
Dhollera, ... Fine...	" 220 March-April	" 220 March-April
" ... ... F.G....	" 209 " "	" 210 " "
" ... ... Good..	" 201 " "	" 201 " "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine..	" 190 Ready	" 200 Ready
" .. .. F.G...	" 177 "	" 181 "
" ... ... Good..	" 165 "	" 171 "
" .. ... F.G.F.	.....	....
Dharwar (S.G.), ... Good..	" 205 May	" 206 April-May
" " .. F.G.F.	....	....
Westerns, ... Good ...	" 195 May	" 197 Future delivery
" ... . F.G.F.	....	....
Gingelly Seed, White (per cwt.)..	Rs. 8-8 Forwar l	Rs. 8-12 Ready (old crop)
" Black " ...	" 8-4 "	" 8-6 " "
Linseed, Bold " ...	" 6-14 Ready (old crop)	" 7-0 " "
" Small Seed " ..	" 6-13 " "	" 6-15 " "
Rapeseed, Guzerat Yellow " ...	" 7-15 " "	" 7-14-6 " "
" Red Cawnpore " ...	" 7-2 " "	" 7-2 " "
Poppy Seed " ...	" 7-9 " "	" 7-8 " "
Groundnuts " ..	" 7-3-3 " "	" 7-3-3 to 7-6-6 Ready
Wheat, White Pessy " ...	" 5-2 " "	" 5-1 Ready (old crop)
" Khabri Pessy " ...	" 5-1 " "	" 5-0 " "
" Ahmedabad (Soft Red) " ...	" 4-10 " "	" 4-11-6 Forward
" Laskari " ..	.....	" 4-7-6 Ready (old crop)
" Hard Yellow " ..	Rs. 4-8 " "	" 4-8 " "
" Khandwa " ...	.....	....
" Delhi No. 1 White Pessy " ...	" 4-14 Ready (old crop)	" 4-13-6 Ready (old crop)
" " Red " ..	" 4-3 " "	" 4-3 " "
" Hard Red Khatha " ..	" 4-2 Forward	" 4-0 " "
" Nagpore Khathi " ...	" 4-3 Ready (old crop)	" 4-3 " "
Opium, (Malwa) per chest, Old	" 1,495 "	" 1,500 "
" " " New ..	" 1,440 "	" 1,450 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet)	....	....
" " " Suez Canal, per ton 40 feet).	£1-5-0	£1-3-0
" Seeds and Wheat	£1-3-0	£1-2-6
London—M'ment cargo, P. & O. Co. ..	£1-6-3	£1-5-0
" Seeds & Wheat " ...	£1-5-0 old scale	£1-2-6
" M'ment cargo, Via Canal..	£1-5-0	£1-3-9
" Seeds and Wheat " ..	£1-2-6	£1-2-6
Havre—M'ment cargo " ..	£1-3-0	£1-3-9
" Seeds and Wheat " ..	£1-2-6	£1-2-6
Antwerp—M'ment cargo " ..	£1-3-0	£1-3-9
" Seeds and Weat " ..	£1-2-6	£1-2-6
Hull " ..	£1-2-6	£1-2-0
Dunkirk " ..	£1-2-6	£1-2-6
Trieste & Venice—M'ment cargo, " ..	£1-17-6 at 2s. Ex.	£1-16-3 at 2s. Ex.
" Seeds & Wheat " ..	£1-17-6 at 2s. Ex.	£1-16-3 at 2s. Ex.
Marseilles and Genoa—M'ment cargo Via Canal.	£1-2-6	£1-2-6
" " Seeds & Wheat " ...	£1-2-0	£1-2-0
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 40	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 17th January.	Week ending 24th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 21/32d.	1s. 4½d.
„ „ Sight	1s. 4 11/16d.	1s. 4 17/32d.
„ „ 3 m'ths' „	1s. 4 25/32d.	1s. 4 19/32d.
„ „ 4 „ „	1s. 4 27/32d.	1s. 4 21/32d.
„ „ 6 „ „	1s. 4 29/32d.	1s. 4 23/32d.
First-class Credits 3 „ „	1s. 4 15/16d.	1s. 4¾d.
„ „ 6 „ „	1s. 5 1/16d.	1s. 4 29/32d.
Documents 3 „ „	1s. 4 31/32d.	1s. 4 25/32d.
„ 6 „ „	1s. 5 3/32d.	1s. 4 15/16d.
Paris Francs Mercantile Bills 3 „ „	1·78½	1·76½
„ 6 „ „	1·80	1·78
On Calcutta Bank Telegraphic Transfer	100 1/16	100⅛
On China Mer'tile Bills, 60 days' Sight.	217	218
English Bar Gold, 100 touch (per tola)	Rs. 23-7-6	Rs. 23-8-6
Sovereigns...	„ 14-12-0	„ 14-13-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills	12 per cent.	12 per cent.
„ of Interest on Demand Loans on Govt. Securities.	10 „	10 „
Rate of Discount in the open Market on Govt. Securities ...	10 „	11 „
Money Market	Stringent.	Very dear & extremely scarce.
GOVERNMENT SECURITIES.		
Four per cents, ...	Rs. 96½	Rs. 96⅜
Four-and-a-half per cents. ...	„ 103 Nominal.	„ 103 Nominal.
IMPORTS.		
PIECE GOODS— Market	Quiet, but Steady.	Quiet, but steady.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-11-0 to 3-13-0	Rs. 2-11-0 to 3-13-0
8½ lbs. „ „ „	„ 3-3-0 to 5-0-0	„ 3-3-0 to 5-0-0
3 lbs. 30-32 in. Madapollams „	„ 1-5-6 to 1-9-6	„ 1-5-6 to 1-9-6
No. 40s Mule Twist, per lb. ...	As. 8½ to 9½	As. 8½ to 9½
No. 30s Water „ „ ...	„ 8 to 9¼	„ 8 to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 56½ ready; 56 to arrive.	Rs. 56 ready; 55½ to arrive.
Yellow Metal, (in cases) „ ...	Rs. 47½ ready; 47 to arrive.	„ 48½ ready; 47½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 30	Rs. 28 to 30
Staffordshire Bar Iron, „ „ ...	„ 31 to 32	„ 31 to 32
Swedish Bar Iron, „ „ ...	„ 42 to 43	„ 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	Rs. 21 ready; 20½ Forward.	Rs. 20½ ready; 20½ forward.
Welsh Hartley Coal, (per ton) „	.....	„ 19½ ready 19½ „
Cardiff Coal, (per ton) „	Rs. 24 ready; 23½ „	„ 23½ ready 23½ „
EXPORTS.		
COTTON— Market per candy.	Quiet, but Steady.	Good demand for rdy. Rather dull for forwd.
Broach, ... Fine...	Rs. 238 ready.	Rs. 237 ready.
Do. ... ... F.G....	„ 230 „	„ 232 „
Do. ... ... Good ..	„ 225 „	„ 228 „
Hingunghat, ... Good ..	„ 228 „	„ 228 „
„ ... ... F.G....	„ 233 „	„ 233 „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 17th January.	Week ending 24th January.
EXPORTS—*contd.*		
Cotton— [per candy		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 218 Ready	Rs. 218 Ready
" " Good...	" 210 "	" 211 "
" " F.G.F..	..... "	.....
Khandeish, ... Fine...	" 211 "	" 211 Ready
" ... ... F.G....	" 205 "	" 202 "
" ... ... Good...	" 198 "	" 195 to 196 Ready
" ... ... F.G.F.	..... "	" 188 "
Belatee, ... Fine...	" 198 "	" 199 "
" ... ... F.G....	" 194 "	" 194 "
" ... ... Good..	" 190 "	" 190 "
Dhollera, ... Fine...	" 225 "	" 225 "
" ... ... F.G....	" 212 March-April.	" 213 March
" ... ... Good..	" 203 " "	" 204 "
" ... ... F.G.F.	.....	.....
Bengals. .. .. Fine....	Rs. 200 Ready	Rs. 199 Ready
" .. .. F.G....	" 180 "	" 183 "
" .. .. Good ..	" 170 "	" 174 "
" .. .. F.G.F....	" 165 "	.....
Dharwar (S.G.) .. Good....	" 207 May	" 208 May
" .. .. F.G.F. ..	.....	.....
Westerns, Good..	" 197 May	" 196 May
" F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)..	Nominal.	Rs. 8-8-0 Ready (old crop)
" Black " ..	.....	" 8-4-0 " "
Linseed, Bold " ..	Rs. 7-3-0 Ready (old crop)	Rs. 7-1-6 " "
" Small Seed " ..	" 7-2-0 " "	" 7-0-0 " "
Rapeseed, Guzerat Yellow " ..	" 7-15-0 " "	" 7-15-0 " "
" Red Cawnpore " ..	" 7-3-0 " "	" 7-5-0 " "
Poppy Seed " ..	" 7-9-0 " "	Rs. 7-11-0 " "
Groundnuts " ..	" 6-14-6 " "	" 6-14-6 " "
Wheat, White Pessy " ..	" 4-15-6 " "	" 4-14-0 " "
" Khabri Pessy " ..	" 4-14-6 " "	" 4-13-0 " "
" Ahmedabad (Soft Red) " ..	" 4-10-0 Forward	" 4-10-0 " "
" Laskari " ..	" 4-5-0 Ready (old crop)	.....
" Hard Yellow " ..	" 4-8-0 " "	Rs. 4-8-0 " "
" Khandwa " ..	.....	.....
" Delhi No. 1 White Pessy " ..	Rs. 4-12-0 " "	" 4-11-0 " "
" " Red " ..	" 4-2-6 " "	" 4-2-0 " "
" Hard Red Khatha " ..	" 4-4-0 Forward	" 4-4-0 Forward
" Nagpore Khathi " ..	" 4-2-0 Ready (old crop)	" 4-1-6 Ready (old crop)
Opium, (Malwa) per chest, Old ..	" 1,450 "	" 1,440 "
" " " New ..	" 1,400 "	" 1,300 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet.	.....	.....
" " " Suez Canal, per ton 40 feet).	£1-3-9	£1-3-0
" Seeds & Wheat.. ...	£1-2-6	£1-2-6
London—M'ment cargo, P.&O. Co..	£1-6-3	£1-6-3
" Seeds & Wheat do. ..	£1-2-6	£1-5-0
" M'ment cargo, Via Canal..	£1-5-0	£1-7-6
" Seeds and Wheat " ..	£1-3-9	£1-6-3
Havre—M'ment cargo " ..	£1-10-0	£1-10-0
" Seeds and Wheat " ..	£1-7-6	£1-7-6
Antwerp—M'ment cargo " ..	£1-5-0	£1-7-6
" Seeds and Wheat " ..	£1-4-3	£1-6-3
Hull " ..	£1-3-9	£1-3-9
Dunkirk " ..	£1-5-0	£1-7-6
Trieste & Venice—M't. cargo,, ..	£1-17-6 at 2s. Ex.	£2-2-6 at 2s. Ex.
" " Seeds & Wheat,, ...	£1-17-6 at 2s. Ex.	£2-2-6 at 2s. Ex.
Marseillies and Genoa—M't. cargo Via Canal.	£1-4-6	£1-6-3
" Seeds & Wheat " ..	£1-4-6	£1-5-0
China, Steamer..	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 31st January.	Week ending 7th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 19/32d.	1s. 4 9/16d.
„ „ Sight	1s. 4 5/8d.	1s. 4 19/32d.
„ „ 3 m'ths' „	1s. 4 23/32d.	1s. 4 11/16d.
„ „ 4 „ „	1s. 4 3/4d.	1s. 4 23/32d.
„ „ 6 „ „	1s. 4 13/16d.	1s. 4 13/16d.
First-class Credits 3 „ „	1s. 4 27/23d.	1s. 4 13/16d.
„ „ 6 „ „	1s. 4 15/16d.	1s. 4 15/16d.
Documents ... 3 „ „	1s. 4 27/32 to 7/8d.	1s. 4 27/32d.
„ „ 6 „ „	1s. 4 31/32d.	1s. 4 31/32d.
Paris Francs Mercantile Bills 3 „ „	1·77½	1·77
„ „ 6 „ „	1·79	1·78¼
On Calcutta Bank Telegraphic Transfer	100 1/8	100 1/16
On China Mer'tile Bills, 60 days' Sight.	217	217
English Bar Gold, 100 touch (per tola)	Rs. 23-7-6	Rs. 23-8-0
Sovereigns	„ 14-13-0	„ 14-13-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	13 per cent.	13 per cent.
„ of Interest on Demand Loans on Govt. Securities.	11 „	11 „
Rate of Discount in the open Market on Govt. Securities ...	11 „	11 „
Money Market	Firm.	Tight
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 97¼	Rs. 97 5/16
Four-and-a-half per cents. ...	„ 103	„ 103
IMPORTS.		
Piece Goods— Market	Quiet at unchanged rates.	Quiet; rates steady
7 lbs. 37-39 in. Grey Shirtings (per piece	Rs. 2-11-0 to 3-13-0	Rs. 2-11$_1$0 to 3-13-0
8¼ lbs. „ „ „	„ 3-3-0 to 5-0-0	„ 3-3-0 to 5-0-0
3 lbs. 30-32in. Madapollams „	„ 1-5-6 to 1-9-6	„ 1-5-6 to 1-9-6
No. 40s Mule Twist, per lb. ...	As. 8½ to 9½	As. 8½ to 9½
No. 30s Water „ „ ...	„ 8 to 9¼	„ 8¼ to 9½
Copper Braziers, (in b'dles.) (per cwt.).	Rs. 56 ready; 55½ to arrive.	Rs. 56½ ready; 56 to arrive.
Yellow Metal, (in cases) „ ...	Rs. 48¼ ready; 47½ to arrive.	Rs. 50 ready; 49 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 30	Rs. 28 to 30
Staffordshire Bar Iron, „ „	„ 31 to 32	„ 31 to 32
Swedish Bar Iron, „ „	„ 42 to 43	„ 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	Rs. 20 rdy; 20 forwd.	Rs. 20 rdy; 20 forwd.
Welsh Hartley Coal, (per ton) „	„ 19 „ 19 „	„ 19½ „ 19 „
Cardiff Coal, („) „	„ 24 „ 24 „	„ 23½ „ 23½ „
EXPORTS.		
Cotton— Market. per candy.	Quiet but steady.	Firm.
Broach, ... Fine...	Rs. 234 Ready.	Rs. 238 Ready.
Do. ... ... F.G....	„ 230 „	„ 233 „
Do. ... ... Good ..	„ 225 February.	„ 229 March.
Hingunghat, ... Good ..	„ 229 Ready.	„ 230 ready.
„ ... ... F.G....	„ 233 „	„ 234 „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 31st January.	Week ending 7th February.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good Staple, Fine	.....	.....
" " F.G....	Rs. 216 Ready	Rs. 214 Ready
" " Good...	" 208 "	" 206 "
" " F.G.F..	" 202 "	" 202 "
Khandeish, ... Fine...	" 212 "	.....
" ... ... F.G....	" 204 "	Rs. 206 Ready
" ... ... Good ..	" 195 "	" 198 "
" ... ... F.G.F.	.....	" 192 "
Belatee, ... Fine...	Rs. 200 Ready	" 200 "
" ... ... F.G....	" 195 "	" 196 "
" ... ... Good ..	" 190 "	" 190 "
Dhollera, ... Fine...	" 225 "	" 225 "
" ... ... F.G....	" 215 "	" 215 "
" ... ... Good ..	" 204 March	" 205 "
" ... ... F.G.F.	.....	.....
Bengals, ...Fine.....	Rs. 196 Ready	Rs. 200 Ready
" .. ...F.G.	" 181 "	" 185 "
" .. ..Good ..	" 173 "	" 175 "
" .. ..F.G.F...	.....	" 170 "
Dharwar (S.G.) .. ..Good ..	" 209 May	" 211 May
" " .. ..F.G.F...	.....	.....
Westerns, .. " .. ..Good ..	" 197 May	Rs. 196 May
" ... ...F.G.F....	.....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-8-0 Ready (Old crop).	Rs. 8-7-6 Ready (Old crop)
" Mixed " ...	" 8-4-0 " "	" 8-0-0 " "
Linseed, Bold " ..	" 6-15-0 " "	" 6-10-6 " "
" Small Seed " ..	" 6-14-0 " "	" 6-9-6 " "
Rapeseed, Guzerat Yellow " ...	" 8-3-0 " "	" 7-15-0 " "
" Red Cawnpore " ...	" 6-13-0 " "	" 7-1-0 " "
Poppy Seed " ...	" 7-4-0 Forward	" 7-9-6 Ready (Old crop)
Groundnuts " ..	" 6-9-6 Ready (Old crop.)	" 6-9-0 " "
Wheat, White Pessy " ...	" 4-12-0 " "	" 4-10-0 " "
" Khabri Pessy " ...	" 4-11-0 " "	" 4-8-0 " "
" Ahmedabad (Soft Red) " ..	" 4-9-6 Forward	" 4-10 0 Forward
" Laskari " ..	....	" 4-3-6 Ready (Old crop)
" Hard Yellow " ..	Rs. 4-8-0 Ready (Old crop).	" 4-7-6 " "
" Khandwa " ..	.... " "	..... " "
" Delhi No. 1 White Pessy " ...	Rs. 4-10-0 " "	Rs. 4-6-6 " "
" " Red " ..	" 4-1-6 " "	" 4-0-6 " "
" Hard Red Khatha " ..	" 4-4-0 Forward	" 3-13-0 to 3-13-6 "
" Nagpore Khathi " ..	" 4-1-6 Ready (Old crop).	" 4-0-0 to 4-0-6 "
Opium, (Malwa) per chest, Old ..	" 1,430 "	" 1,420 Ready.
" " " New ..	" 1,370 "	" 1,350 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton of 50 feet.	.....	....
" " " Suez Canal per ton of 40 feet.	£1-5-0	£1-7-6
" Seed and Wheat ...	£1-3-9	£1-6-3
London—M'ment cargo, P. & O. Co. ..	£1-7-6	£1-7-6
" Seeds & Wheat do. ...	£1-5-0	£1-6-3
" M'ment cargo, Via Canal..	£1-6-3	£1-7-6
" Seeds and Wheat " ...	£1-5-0	£1-6-3
Havre—M'ment cargo " ..	£1-7-6	£1-8-9
" Seeds and Wheat " ..	£1-6-3	£1-7-6
Antwerp—M'ment cargo " ...	£1-6-3	£1-7-6
" Seeds and Wheat " ...	£1-5-0	£1-7-6
Hull " ..	.....	.....
Dunkirk " ..	£1-6-3	.....
Trieste & Venice—M't. cargo " ..	£2-2-6 at 2s. Ex.	£2-1-3 at 2s. Ex.
" " Seeds & Wheat " ..	£2-2-6 at 2s. Ex.	....
Marseilles and Genoa—M't. cargo Via Canal.	£1-5-0	£1-7-6
" " Seeds & Wheat " ..	£1-3-9	....
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 14th February.	Week ending 21st February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 4 19/32d.	1s. 4⅝d.
,, ,, Sight	1s. 4⅝d.	1s. 4 21/32d.
,, ,, 3 m'ths' ,,	1s. 4 23/32d.	1s. 4¾d.
,, ,, 4 ,, ,,	1s. 4 ¾d.	1s. 4 25/32d.
,, ,, 6 ,, ,,	1s. 4 13/16d.	1s. 4 27/32d.
First-class Credits 3 ,, ,,	1s. 4 13/16d.	1s. 4 27/32d.
,, ,, 6 ,, ,,	1s. 4 15/16d.	1s. 4 31/32d.
Documents 3 ,, ,,	1s. 4 27/32d.	1s. 4⅞d.
,, 6 ,, ,,	1s. 4 31/32d.	1s. 5d.
Paris Francs Mercantile Bills 3 ,, ,,	1·77½	1·77¾
,, 6 ,, ,,	1·78¾	1·79
On Calcutta Bank Telegraphic Transfer.	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	217	217
English Bar Gold, 100 touch (per tola)	Rs. 23-8-0	Rs. 23
Sovereigns	,, 14-12-0	,, 14-8
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills	12 per cent.	12 to 13 per cent.
,, of Interest on Demand Loans on Govt. Securities.	11 ,,	11 ,,
Rate of Discount in the open Market on Govt. Securities ...	11 ,,	12 ,,
Money Market	Firm.	Exceedingly tight.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 97⅝	Rs. 98 1/16
Four-and-a-half per cents. ...	,, 103	,, 103
IMPORTS.		
Piece Goods— Market	Small business doing.	Quiet; rates barely maintained.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Rs. 2-11 to 3-13
8¼ lbs. ,, ,, ,, ...	,, 3-3 to 5	,, 3-3 to 5-0-0
3lbs. 30-32 in. Madapollams ,, ...	,, 1-5-6 to 1-9-6	,, 1-5-6 to 1-9-6
No. 40s Mule Twist, per lb. ...	As. 8½ to 9½	As. 8¼ to 9½
No. 30s Water ,, ,, ...	,, 8¼ to 9½	,, 8 to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 56½ ready; 56 to arrive.	Rs. 56½ ready; 56 to arrive.
Yellow Metal, (in cases) ,, ...	,, 50 ready; 49¼ to arrive.	,, 49 ready; 48½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	,, 28 to 30	,, 28 to 30
Staffordshire Bar Iron, ,, ,, ...	,, 31 to 32	,, 31 to 32
Swedish Bar Iron, ,, ,, ...	,, 42 to 43	,, 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	,, 20½ rdy.; Rs. 20¼ fwd.	Rs. 20¼ ready; ,, 20½ forward
Welsh Hartley Coal, (per ton) ,,	.....	Rs. 19¾ rdy.; Rs. 20 fwd.
Cardiff Coal, ,, ,,	,, 23¾ to 24¼ ready; 23½ to 24 fwd.	,, 23¾ rdy.; ,, 24 fwd.
EXPORTS.		
Cotton— Market per candy.	Quiet.	Firm.
Broach, ... Fine...	Rs. 237 ready.	Rs. 240 ready
Do. ... ... F.G....	,, 232 ,,	,, 234 ,,
Do. ... ... Good..	,, 227 March.	,, 229 ,,
Hingunghat, ... Good..	,, 228 ready.	.....
,, ... F.G....	,, 232 ,	,, 232 ,,

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 14th February.	Week ending 21st February.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 213 Ready	Rs. 214 Ready
" " Good..	" 205 "	" 207 "
" " F.G.F.	" 200 "	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 204 "	Rs. 205 Ready
" ... ... Good..	" 198 "	" 199 "
" ... ... F.G.F.	" 191 "	" 193 "
Belatee, ... Fine...	" 200 "	" 202 "
" ... ... F.G....	" 195 "	" 195 "
" ... ... Good..	" 189 "	" 190 "
Dhollera, ... Fine...	" 223 "	" 224 "
" ... ... F.G....	" 213 "	" 215 "
" ... ... Good..	" 205 "	" 206 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 197 Ready	Rs 198 Ready
" .. .. F.G...	" 182 "	" 185 "
" .. .. Good..	" 172 "	" 175 "
" .. .. F.G.F.	" 167 "	" 170 "
Dharwar (S.G.) .. .. Good..	" 209 May	" 212 May
" " ... ... F.G.F.	.....	.....
Westerns, ... Good..	" 196 "	" 209 May
" .. .. F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-7 Ready (Old Crop)	Rs. 8-7 Ready (Old Crop)
" Mixed " ..	" 8-3 " "	" 8-2-6 " "
Linseed, Bold " ...	" 6-7 " "	" 6-11 " "
" Small Seed " ..	..... " "	.....
Rapeseed, Guzerat Yellow " ...	" 7-12 " "	" 7-10 Nomi. "
" Red Cawnpore " ...	" 6-10-6 " "	" 6-8 "
Poppy Seed " ..	" 7-8 Ready "	" 6-14 Ready (Old Crop)
Groundnuts " ..	" 6-9-6 " "	" 6-1 " "
Wheat, White Pessy " ...	.....	" 4-13-6 Forward
" Khabri Pessy " ..	.....	.....
" Ahmedabad (Soft Red) " ...	" 4-9 Forward	Rs. 4-8 Forward
" Laskari "	" 4-6 "	" 4-5 "
" Hard Yellow " ...	" 4-9 "	" 4-8 to Rs. 4-10 "
" Khandwa " ...	.....	.....
" Delhi No. 1 White Pessy " ...	Rs. 4-10-6 Forward	Rs. 4-8-6 "
" " Red " ..	.....	" 4-0-0 "
" Hard Red Khatha " ...	" 4-3-0 Forward	Rs. 4-2 "
" Nagpore Khathi " ..	" 4-0-0 "	" 4-8 "
Opium, (Malwa) per chest, Old ..	" 1,360 Ready	" 1,350 Ready
" " " New ...	" 1,320 "	" 1,300 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet.	....	....
" " " Suez Canal. per ton 40 feet.	£1-8-9	£1-11-3
" Seeds and Wheat ..	£1-7-6	£1-10
London—M'ment cargo, P.&O. Co..	....	£1-11-3
" Seeds & Wheat do. ..	....	£1-8-9
" M'ment cargo, Via Canal..	£1-8-9	£1-11-3
" Seeds and Wheat "	£1-7-6	£1-10
Havre—M'ment cargo " ..	£1-8-9	£1-11-3
" Seeds and Wheat " ...	....	£1-10
Antwerp—M'ment cargo " ..	£1-8-9	£1-11-3
" Seeds and Wheat,, ..	£1-7-6	£1-10
Hull " ..	£1-8-9	....
Dunkirk " ..	....	£1-11-3
Trieste & Venice—M't. cargo,, ..	£2-2-6 at 2s. Ex.	£2 at 2s Ex.
" " Seeds & Wheat,, ..	....	£2 at 2s. Ex.
Marseillies and Genoa—M't. cargo Via Canal.	£1-8-9	£1-11-3
" and Seeds & Wheat,, ..	....	£1-10
China, Steamer...	Rs. 12 to 15	Rs 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 28th February.	Week ending 7th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 19/32d.	1s. 4 15/32d.
„ „ Sight	1s. 4⅝d.	1s. 4½d.
„ „ 3 m'ths' „	1s. 4 23/32d.	1s. 4 19/32d.
„ „ 4 „ „	1s. 4¾d.	1s. 4⅞
„ „ 6 „ „	1s. 4 27/32d.	1s. 4 11/16d.
First-class Credits ... 3 „ „	1s. 4 13/16d.	1s. 4 11/16d.
„ „ 6 „ „	1s. 4 15/16d.	1s. 4 13/16d.
Documents... ... 3 „ „	1s. 4 27/32d	1s. 4 23/32d.
„ 6 „ „	1s. 4 31/32d.	1s. 4 27/32d.
Paris Francs Mercantile Bills ... 3 „ „	1·77½	1·76½
„ ... 6 „ „	1·78⅝	1·77⅜
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	216	216
English Bar Gold, 100 touch (per tola)	Rs. 23-8-0	Rs. 23-6-6
Sovereigns	„ 14-13-0	„ 14-12-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills.	13 per cent.	13 per cent.
„ of Interest on Demand Loans on Govt. Securities.	12 „	12 „
Rate of Discount in the open Market on Govt. Securities ...	12 „	11 „
Money Market	Tight.	Tight.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 97¾	Rs. 98¼
Four-and-a-half per cents. ...	„ 102¾	„ 102¾
IMPORTS.		
Piece Goods— Market	Moderate Demand.	Moderate Demand.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-11-0 to 3-13-0	Rs. 2-10-0 to 3-13-0
8¼ lbs. „ „ „ ...	„ 3-3-0 to 5-0-0	„ 3-3-0 to 5-3-0
3lbs. 30-32in. Madapollams „ ...	„ 1-5-6 to 1-9-6	„ 1-5-0 to 1-9-6
No. 40s Mule Twist, per lb. ...	As. 8¼ to 9½	As. 8¾ to 9½
No. 30s Water „ „ ...	„ 8 to 9¼	„ 8½ to 9¼
Copper Braziers, (in bundles) (per cwt)	Rs. 56½ ready; 56 to arrive.	Rs. 56½ ready; 55½ to arrive
Yellow Metal, (in cases) „ ...	„ 49 ready; 48½ to arrive.	„ 48½ ready; 47½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 28 to 30	„ 28 to 30
Staffordshire Bar Iron, „ „	„ 31 to 32	„ 31 to 32
Swedish Bar Iron, „ „	„ 42 to 43	„ 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	Rs. 20¾ ready; „ 21 forward.	Rs. 21¼ ready; „ 21½ forward.
Welsh Hartley Coal, (per ton) „	Rs. 20¼ ready; 20½ „	Rs. 18 Ready; 20· „
Cardiff Coal, („) „	„ 23¼ to 23¾ Rdy; 23¾ to 24 Forward.	„ 24¼ Ready; 24¼ „
EXPORTS.		
Cotton— Market. [per candy.	Steady.	Firm.
Broach, ... Fine...	Rs. 239 ready.	Rs. 240 ready
Do. ... ... F.G....	„ 233 „	„ 233 „
Do. ... ... Good..	„ 229 „	„ 228 „
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G....	„ 230 „	„ 230 „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 28th February.	Week ending 7th March.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
,, ,, F.G....	Rs. 214 Ready.	Rs. 214 Ready.
,, ,, Good...	,, 207 ,,	,, 207 ,,
,, ,, F.G.F.	,, 200 ,,	,, 202 ,,
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 204 Ready.	Rs. 205 Ready.
,, ... Good...	,, 199 ,,	,, 200 ,,
,, ... F.G.F.	,, 194 ,,	,, 194 ,,
Belatee, ... Fine...	.....	.....
,, ... F.G....	Rs. 196 Ready.	Rs. 198 Ready.
,, ... Good...	,, 190 ,,	,, 190 ,,
Dhollera, ... Fine...	,, 223 ,,	,, 223 ,,
,, ... F.G....	,, 213 ,,	,, 214 ,,
,, ... Good..	,, 206 ,,	,, 207 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine.....	Rs. 198 Ready	Rs. 198 Ready
.. .. F.G.....	,, 186 ,,	,, 184 ,,
,, ... Good ...	,, 176 ,,	,, 175 ,,
,, ... F.G.F...	,, 170 ,,	,, 170 ,,
Dharwar (S.G.) .. Good ..	,, 212 May	,, 213 May.
,, ,, .. F.G.F ..	.....	.....
Westerns, ... Good..	Rs. 200 May	Rs. 200 May
,, ... F.G.F...	.....	.....
Gingelly Seed, White (per cwt)	Rs. 8-7-0 Ready (O. Crop)	.....
,, Mixed ,, ,,	,, 8-0-0 ,, ,,	.....
Linseed, Bold ,, ,,	,, 6-2-6 ,, ,,	Rs. 6-3-0 Ready
,, Small Seed ,, ...	,, 6-2-0 ,, ,,	,, 6-1-0 ,,
Rapeseed, Guzerat Yellow ,, ...	,, 7-13-0 Nl. ,, ,,	.. ,,
,, Red Cawnpore ,, ...	,, 6-8-0 ,, ,,	.. ,,
Poppy Seed ,, ...	Rs.6-13-0 Forward	Rs. 6-12-0 ,,
Groundnuts ,, ..	,, 6-3-0 Ready (Old crop).	,, 6-12-0 ,,
Wheat, White Pessy ,, ...	,, 4-8-6 to Rs. 4-9-6 Ready	,, 4-14-0 to Rs. 4-15-0 Fwd.
,, Khabri Pessy ,, ...	,, 4-11-0 Forward	.....
,, Ahmedabad (Soft Red) ,, ...	,, 4-7-0 ,,	Rs. 4-7-6 Forward
,, Laskari ,, ..	,, 4-5-0 ,,	,, 4-5-0 ,,
,, Hard Yellow ,, ..	,, 4-8-0 to Rs. 4-10-0 ,,	,, 4-7-0 to Rs. 4-8-0 ,,
,, Khandwa ,, ...	..... ,,	.....
,, Delhi No. 1 White Pessy ,, ..	Rs. 4-9-0 ,,	Rs. 4-9-6 April-May
,, ,, Red ,, ..	,, 4-0-0 ,,	,, 4-0-0 ,, ,,
,, Hard Red Khatha ,, ...	,, 4-2-0 ,,	,, 4-2-6 Forward
,, Nagpore Khathi ,, ..	,, 4-5-0 ,,	,, 4-6-0 ,,
Opium, (Malwa) per chest, Old ..	,, 1,300 Ready	,, 1,290 Ready
,, ,, ,, New ..	,, 1,250 ,,	,, 1,320 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet.	.....	.....
,, ,, ,, Suez Canal. per ton 40 feet.	£1-12-6	£1-10-0
,, Seeds & Wheat	£1-10-0	£1-8-9
London—M'ment cargo, P.&O. Co. ..	£1-12-6	£1-10-0
,, Seeds & Wheat do. ..	£1-10-0	£1-7-6
,, M'ment cargo Via Canal...	£1-11-3	£1-10-0
,, Seeds and Wheat ,, ..	£1-10-0	£1-7-6
Havre—M'ment cargo ,, ...	£1-11-3	£1-8-9
,, Seeds and Wheat ,, ..	£1-10-0	£1-7-6
Antwerp—M'ment cargo ,, ..	£1-11-3	£1-8-9
,, Seeds and Wheat ,, ..	£1-10-0	£1-7-6
Hull ,, ...	£1-10-0	£1-8-9
Dunkirk ,, ..	£1-10-0	£1-8-9
Trieste & Venice—M't. cargo ,, ..	£2-0-0 at 2s. Ex.	£2-1-3 to 2s. Ex
,, ,, Seed & Wheat ,, ..	£2-0-0 at 2s. Ex.	.....
Marseilles and Genoa—M't. cargo Via Canal.	£1-11-3	£1-9-6
,, ,, Seeds & Wheat ,, ..	£1-10-0	£1-8-6
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia..	,, 25	,, 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 14th March.	Week ending 22nd March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4½d.	1s. 4 17/32d.
„ „ Sight	1s. 4½d.	1s. 4 17/32d.
„ „ 3 m'ths' „	1s. 4 19/32d.	1s. 4 ⅝d.
„ „ 4 „ „	1s. 4⅝d.	1s. 4 21/32d.
„ „ 6 „ „	1s. 4 11/16d.	1s. 4 23/32d.
First-class Credits 3 „ „	1s. 4 11/16d.	1s. 4¾d.
„ „ 6 „ „	1s. 4 13/16d.	1s. 4⅞d.
Documents... „ 3 „ „	1s. 4 23/32d.	1s. 4 25/32d.
„ „ 6 „ „	1s. 4 27/32d.	1s. 4 29/32d.
Paris Francs Mer'tile Bills 3 „ „	1·76¼	1·76¾
„ „ 6 „ „	1·77½	1·78
On Calcutta Bank Telegraphic Transfer...	100 1/16	100 3/32
On China Mer'tile Bills, 60 days' Sight.	216	217
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-8-0	Rs. 23-8-0
Sovereigns	„ 14-10-0	„ 14-13-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills.	12 per cent.	12 per cent.
„ of Interest on Demand Loans on Govt. Securities	12 „	12 „
Rate of Discount in the open Market on Govt. Securities ...	11 „	12 „
Money Market	Tight.	Tight.
GOVERNMENT SECURITIES.		
Four per cents	Rs. 98 5/16	Rs. 98 7/16
Four-and-a-half per cents. ...	„ 102¾	„ 102¾ to 103
IMPORTS.		
Piece Goods— Market	Moderate demand.	Quiet.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10-0 to 3-13-0	Rs. 2-10-0 to 3-13-0
8¼ lbs. „ „ „ ...	„ 3-3-0 to 5-3-0	„ 3-3-0 to 5-3-0
3lbs. 30-32 in. Madapollams „ ...	„ 1-5-0 to 1-9-0	„ 1-5-0 to 1-9-0
No. 40s Mule Twist, per lb. ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s Water „ „ ...	„ 8½ to 9¼	„ 8⅞ to 9½
Copper Braziers (in bundles) (per cwt)	Rs. 51 ready; 45 nominal to arrive.	Rs. 45 ready; 35 to arrive.
Yellow Metal, (in cases) „ ...	„ 41 to 42 ready; 35 nl. to arrive.	„ 35 ready; 28 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.).	Rs. 28 to 30	Rs. 28 to 30
Staffordshire Bar Iron, „ „ ...	„ 31 to 32	„ 31 to 32
Swedish Bar Iron, „ „ ...	„ 42 to 43	„ 42 to 43
Davison's West Hartley Coal (per ton) alongside.	Rs. 20½ ready; 20¾ fwd.	Rs. 20¼ ready 21 fwd.
Welsh Hartley Coal, (per ton) „	..... 19½ „	„ 18 „ 19 „
Cardiff Coal, („) „	„ 24 ready; 24½ „	„ 24 „ 24½ „
EXPORTS.		
Cotton— Market. [per candy.	Quiet.	Steady
Broach, ... Fine...	Rs. 239 Ready	Rs. 242 Ready
Do. ... ... F.G....	„ 232 „	„ 230 „
Do. ... ... Good..	„ 226 „	„ 227 „
Hingunghat, ... Good..	.....	.....
Do. ... F.G....	„ 230 „	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 14th March.	Week ending 21st March.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 214 Ready	Rs. 215 Ready
" " Good..	" 205 "	" 207 "
" " F.G.F.	" 200 "	" 200 "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 204 "	Rs. 204 "
" ... ... Good..	" 198 "	" 198 "
" ... ... F.G.F.	" 192 "	" 192 "
Belatee, ... Fine...	.....	" 203 "
" ... ... F.G....	Rs. 198 "	" 197 "
" ... ... Good..	" 190 "	" 191 "
Dhollera, ... Fine...	" 223 "	" 224 "
" ... ... F.G....	" 213 "	" 214 "
" ... ... Good..	" 207 "	" 208
" ... ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 198 "	Rs. 195 "
" .. .. F.G...	" 186 "	" 185 "
" .. .. Good .	" 178 "	" 178 "
" .. .. F.G.F.	" 172 "	" 172 "
Dharwar (S.G.) .. .. Good .	" 214 May	" 214 May
" " .. .. F.G.F.	....	.....
Westerns " ... ... Good...	Rs. 200 May	Rs. 202 May
" ... ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt)...	.....	.....
" Mixed " ...	.....	.....
Linseed, Bold " ...	Rs. 6-2-9 Ready	Rs. 6-3-0 Ready
" Small Seed " ...	" 6-1-9 "	" 6-1-6 Noml. "
Rapeseed, Guzerat Yellow " ...	" 7-1-0 Forward	" 7-2-0 Forward
" Red Cawnpore " ...	" 6-5-6 Ready	" 6-1-6 "
Poppy Seed " ...	" 6-13-0 "	" 6-13-0 Ready
Groundnuts " ...	" 6-11-0 "	" 6-11-0 "
Wheat, White Pessy " ...	" 4-8-6 "	" 4-8-6 "
" Khabri Pessy " ...	.....	.....
" Ahmedabad(Soft Red)" ...	" 4-7-6 Foward	" 4-7-6 Forward
" Laskari " ...	" 4-5-0 "	" 4-5-0 "
" Hard Yellow " ...	" 4-7-0 to 4-8-6 "	" 4-7-0 to 4-8-6 "
" Khandwa " ...	.....	.....
" DelhiNo 1White Pessy" ...	" 4-3-0 Ready	" 4-3-0 Ready
" " Red " ..	" 4-0-0 Forward	" 4-0-0 Forward
" Hard Red Khatha " ...	" 3-12-0 Ready	" 3-12-0 Ready
" Nagpore Khathi " ...	" 4-3-0 Forward	" 4-3-0 Forward
Opium, (Malwa) per chest, Old ...	" 1,285 Ready	" 1,285 Ready
" " " New ...	" 1,200 "	" 1,200 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet.	.....	.....
" " " Suez Canal, per ton 40 feet.	£1 10-0	£1-8-9
" Seeds & Wheat ...	£1-8-9	£1-7-6
London—M'ment cargo, P. & O. Co...	£1-10-0	£1-8-9
" Seeds & Wheat " ...	£1-8-9	£1-6-3
" M'ment cargo Via Canal...	£1-10-0	£1-8-9
" Seeds and Wheat " ...	£1-8-9	£1-7-6
Havre—M'ment cargo " ...	£1-10-0	£1-8-9
" Seeds and Wheat " ...	£1-8-9	.....
Antwerp—M'ment cargo " ...	£1-10-0	£1-8-9
" Seeds and Wheat " ...	£1-8-9	£1-7-6
Hull " ...	£1-10-0	£1-7-6
Dunkirk " ...	.....	£1-8-9
Trieste & Venice—M't cargo " ...	£2-1-3 at 2s. Ex.	£2-2-6 at 2s. Ex
" Seeds & Wheat " ...	.....	....
Marseilles and Genoa—M't cargo Via Canal.	£1-8-9	£1-5-0
" " Seeds & Wheat " ...	.....	.....
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 28th March.	Week ending 4th April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 13/32d.	1s. 4 5/16d.
„ „ Sight	1s. 4 7/16d.	1s. 4 11/32d.
„ „ 3 m'ths' „	1s. 4½d.	1s. 4 13/32d.
„ „ 4 „ „	1s. 4 17/32d.	1s. 4 7/16d.
„ „ 6 „ „	1s. 4⅝d.	1s. 4½d.
First-class Credits ...3 „ „	1s. 4⅝d.	1s. 4½d.
„ „ 6 „ „	1s. 4¾d.	1s. 4⅝d.
Documents 3 „ „	1s. 4 21/32	1s. 4 17/32d.
„ „ 6 „ „	1s. 4 25/32d.	1s. 4 21/32d.
Paris Francs Mercantile Bills...3 „ „	1·75½	1·74
„ „ ...6 „ „	1·77	1·75½
On Calcutta Bank Telegraphic Transfer.	100⅛	100⅛
On China Mer'tile Bills, 60 days' Sight..	217	218
English Bar Gold, 100 touch (per tola)	Rs. 23-10-0	Rs. 23-12-0
Sovereigns	„ 14-14-6	„ 14-15-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills.	12 per cent.	10 per cent.
„ of Interest on Demand Loans on Govt. Securities	11 „	10 „
Rate of Discount in the open Market on Govt. Securities ...	11 „	10 „
Money Market	Firm.	Easier.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99⅛	Rs. 100⅛
Four-and-a-half per cents. ...	„ 103	„ 103⅜
IMPORTS.		
PIECE GOODS— Market	Moderate demand.	Moderate demand a steady rates.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10-0 to 3-13-0	Rs. 2-10-0 to 3-13-0
8¼lbs. „ „ „	„ 3-3-0 to 5-3-0	„ 3-3-0 to 5-3-0
3lbs. 30-32 in. Madapollams „	„ 1-5-0 to 1-9-6	„ 1-5-0 to 1-9-6
No. 40s Mule Twist, per lb. ...	As. 8¾ to 9¼	As. 8¾ to 9¼
No. 30s Water „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, (in bundles) (per cwt)	Rs. 36½ to 37 ready; 35½ to arrive.	Rs. 36½ to 37 ready; 35½ to arrive.
Yellow Metal, (in cases) „ ...	Rs. 34½ ready; 33 to arrive.	Rs. 34½ ready; 33 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 29	Rs. 27 to 29
Staffordshire Bar Iron, „ „	„ 30 to 31	„ 30 to 31
Swedish Bar Iron, „ „	„ 42 to 43	„ 42 to 43
Davison's West Hartley Coal (per ton) alongside.	Rs. 20 ready; 20 forward.	Rs. 19¼ ready; 19½ forward.
Welsh Hartley Coal, (per ton) „	Rs. 18 ready; 18 fwd.	Rs. 17½ ready; 18 fwd.
Cardiff Coal, („) „	„ 23 to 24½ rdy; 24 to 24½ fwd.	„ 23 to 24¼ rdy; 23¾ to 24¼ fwd.
EXPORTS.		
COTTON— Market.	Steady.	Firm.
[per candy.		
Broach, ... Fine...	Rs. 243 Ready	Rs. 241 Ready
Do. ... ... F.G....	„ 233 „	„ 230 „
Do. ... ... Good..	„ 226 „	„ 226 „
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G....	„ 232 „	„ 230 „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 28th March.	Week ending 4th April.
EXPORTS—*contd.*		
Cotton— [per candy.		
Comrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 215 Ready	Rs. 215 Ready
" " Good..	" 207 "	" 208 "
" " F.G.F.	" 202 "	" 202 "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 206 Ready	Rs. 207 Ready
" ... ... Good..	" 200 "	" 201 "
" ... ... F.G.F.	Rs. 194 "	Rs. 195 "
Belatee, ... Fine...	" 203 "	" 206 "
" ... ... F.G....	" 198 "	" 200 "
" ... ... Good..	" 192 "	" 195 "
Dhollera, ... Fine...	" 225 "	" 227 "
" ... ... F.G....	" 215 "	" 217 "
" ... ... Good..	" 207 "	" 208 "
" ... ... F.G.F.	.....	.....
Bengals,.. .. .. Fine...	Rs. 195 Ready.	Rs. 197 Ready.
" .. .. F.G. ..	" 185 "	" 185 "
" .. .. Good	" 180 "	" 181 "
" .. .. F.G.F.	.....	.....
Dharwar (S.G.) .. .. Good	Rs. 214 May.	Rs. 215 May.
" " .. .. F.G.F.	.....	.....
Westerns, . .. Good..	Rs. 202 May	Rs. 204 May
" .. ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 6-4-6 Ready	Rs. 6-6-6 Ready
" Small Seed " ...	" 6-2-6 Nominal "	" 6-3-6 (April May)
Rapeseed, Guzerat Yellow " ..	" 7-2-6 forward	" 7-4-0 Ready
" Red Cawnpore " ...	" 6-2-0 "	" 6-5-0 "
" Yellow Cawnpore " ..	Rs. 6-9-6 Forward	" 6-10-0 Forward
Poppy Seed " ..	" 6-11-0 Ready	" 7-1-0 Ready.
Groundnuts " ..	" 6-8-0 "	" 6-8-0 "
Wheat, White Pessy " ..	" 4-7-0 Old crop "	" 4-7-6 "
" Khabri Pessy " ..	.....	.....
" Ahmedabad (Soft Red " ..	Rs. 4-7-0 Forward	Rs. 4-7-0 Forward
" Laskari " ..	" 4-4-6 Nominal "	" 4 5-0 Nominal "
" Hard Yellow " ..	" 4-6-0; Rs. 4-7-0 June-July	" 4-6-0 to 4-7-0 "
" Khandwa " ..	.....	.....
" Delhi No. 1 White Pessy, ..	Rs. 4-7-6 May-June	Rs. 4-8 May, 4 4-6 May-June
" " Red " ..	" 3-14-6 Forward	" 3-14-6 Forward
" Hard Red Khatha " ...	" 3-15-0 "	" 4-0-0 "
" Nagpore Khatha " ..	" 4-0-0 "	" 4-1-0 "
Opium, (Malwa) per chest, Old ..	" 1,310 Ready	" 1,3 0 Ready
" " " New ..	" 1,210 "	" 1,200 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet.	.....	.....
" " " Suez Canal. per ton 40 feet.	£1-5-0	£1-1-0
" Seeds & Wheat	£1-1-6	£1-0 0
London—M'ment cargo, P. & O. Co.	£1-6-3	£1-1-3
" Seeds & Wheat do. ..	£1-5-0	£1-0-0
" M'ment cargo, Via Canal..	£1 6-3	£1-1-3
" Seeds and Wheat " ..	£1-5-0	£1-0-0
Havre—M'ment cargo " ..	.....	£1-2-6
" Seed and Wheat " ..	.....	£1-1-3
Antwerp—M'ment cargo " ...	£1-6-3	£1- -6
" Seeds and Wheat,, ..	£1-5-0	£1-1-3
Hull " ...	£1-6-3	£1-2-6
Dunkirk " ..	.....	£1-2-6
Trieste & Venice—M't. cargo " ..	£2-2-6 at 2s. Ex.	£1-17-6 at 2s. Ex.
" Seeds and Wheat,,	.....	£1-17-6 at 2s. Ex.
Marseilles and Genoa—M't cargo Via Canal.	1-3-0	£1-2-6
" " Seeds & Wheat,, ..	.....	£1-1-3
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 11th April.	Week ending 18th April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 4¼d.	1s. 4¼d.
„ „ Sight	1s. 4¼d.	1s. 4¼ to 9/32d.
„ „ 3 m'ths' „	1s. 4 5/16d.	1s. 4 11/32d.
„ „ 4 „ „	1s. 4 11/32d.	1s. 4⅜d.
„ „ 6 „ „	1s. 4 13/32d.	1s. 4 7/16d.
First-class Credits ... 3 „ „	1s. 4 7/16d.	1s. 4 7/16d.
„ „ 6 „ „	1s. 4 17/32d.	1s. 4 17/32d.
Documents ... ... 3 „ „	1s. 4 15/32d.	1s. 4 15/32d.
„ 6 „ „	1s. 4 9/16d.	1s. 4 9/16d.
Paris Francs Mercantile Bills... 3 „ „	1·73¾	1·73½
„ 6 „ „	1·74¼	1·74½
On Calcutta Bank Telegraphic Transfer.	100⅛	100 1/16
On China Mer'tile Bills, 60 days' Sight	218	217½
English Bar Gold, 100 touch (per tola)	Rs. 23-12-6	Rs. 23 10-0
Sovereigns...	„ 15-1-0	„ 14-14-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills... ...	9 per cent.	9 per cent.
„ of Interest on Demand.		
Loans on Govt. Securities.	9 „	9 „
Rate of Discount in the open Market on Govt. Securities ...	9 „	9 „
Money Market	Easier	Firm
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100 3/16	Rs. 100 1/16
Four-and-a-half per cents. ...	„ 103⅝	„ 103¼
IMPORTS.		
PIECE GOODS— Market	Moderate demand; rates unchanged.	Moderate demand.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10-0 to 3-13-0	Rs. 2-10-0 to 3-13-0
8½lbs. „ „ „ ...	„ 3-3-0 to 5-3-0	„ 3-3-0 to 5-3-0
3lbs. 30-32 in. Madapollams „ ...	„ 1-5-0 to 1-9-6	„ 1-5-0 to 1-9-6
No. 40s Mule Twist, per lb. ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s Water „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, (in bundles) (per cwt.)	Rs. 36 to 36½ rdy; 35½ Nl. to arrive.	Rs. 36 to 36½ rdy; 35½ Nl. to arrive.
Yellow Metal, (in cases) „ ...	Rs. 32 to 32½ ready; 32 nominal to arrive.	Rs. 32 to 32½ ready; 32 nominal to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron, „ „	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 19½ rdy; 20½ fwd.	Rs. 20 ready; 21 fwd.
Welsh Hartley Coal, (per ton) „	„ 17½ rdy; 18½ „	„ 17½ ready. .....
Cardiff Coal, „ „	„ 24 rdy; 24½ „	„ 22½ to 23¾ rdy; 23 to 24 forward.
EXPORTS.		
COTTON— Market.	Firm	Firm.
Broach, ... Fine... (per candy.	Rs. 243 ready.	Rs. 250 Ready.
Do. ... ... F.G....	„ 234 „	„ 240 „
Do. ... ... Good...	„ 229 „	„ 235 „
Hingunghaut, ... Good.	.....	.....
Do. ... ... F.G....	„ 232 „	„ 242 „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 11th April	Week ending 18th April.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G...	Rs. 220 Ready	Rs. 225 Ready
" " Good..	" 211 "	" 215 "
" " F.G.F.	" 205 "	" 205 "
Khandeish,. ... ... Fine...	.....	.....
" ... ... F.G....	Rs. 210 Ready	Rs. 215 "
" ... ... Good...	" 204 "	" 210 "
" ... ... F.G.F.	" 198 "	" 200 "
Belatee,. ... ... Fine...	" 210 "	.....
" ... ... F.G....	" 208 "	Rs. 212 "
" ... ... Good..	" 200 "	" 202 "
Dhollera,. ... ... Fine...	" 232 "	" 235 "
" ... ... F.G.....	" 222 "	" 225 "
" ... ... Good...	" 212 "	" 215 "
" ... ... F.G.F..	.....	.....
Bengals, ... Fine ..	" 200 Ready	" 203 "
" .. .. F.G. ..	" 192 "	" 194 "
" .. .. Good ..	" 185 "	" 188 "
" .. .. F.G.F.	" 180 "	" 180 "
Dharwar (S.G.) .. .. Good..	" 220 "	" 224 "
" " .. .. F.G.F.	.....	.....
Westerns, ... Good	Rs. 209 May-June	Rs. 213 "
" .. .. F.G.F.	....	.....
Gingelly Seed, White (per cwt.)	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 6-7-6 Ready	Rs. 6-7-6 Ready.
" Small Seed " ..	" 6-4 "	" 6-4 Nom l. "
Rapeseed, Guzerat Yellow " ..	" 7-3 Forward	" 7-3 Forward
" Red Cawnpore " ..	" 6 "	.....
" Brown Delhi " ..	....	" 6-0-6 "
" Yellow Cawnpore " ..	" 6-9-6 Forward.	" 6-10 "
Poppy Seed " ..	" 7 Ready	" 6-15 Ready
Groundnuts " ..	" 6-7-9 "	" 6-8 "
Wheat, White Pessy " ..	" 4-8 "	" 4-8 "
" Khabri Pessy " ..	....	.....
" Ahmedabad (Soft Red), " ..	Rs. 4-8 Forward	" 4-8 6 Nom l. Forward.
" Lasksri " ..	" 4-5-6 Nom l. "	" 4-5 6 "
" Hard Yellow " ..	" 4 6-6 to 4-7-6 "	" 4-6-6 to 4-8 "
" Khandwa " ..	" 4-12 "	.....
" Delhi No. 1 White Pessy " ..	Rs. 4-2-6 Ready	Rs. 4-3 Ready
" " Red " ..	" 3-14-6 "	" 3-15-6 Forward.
" Hard Red Khatha " ..	Rs. 4 Forward	Rs. 4 "
" Nagpore Khathi " ..	" 4-2 "	" 4-2-6 "
Opium. (Malwa) per chest. Old .	Rs. 1310 Ready	" 1,300 Ready
" " " New ..	" 1210 "	" 1,200 "
FREIGHTS.	(Ready)	(Ready).
Liverpool—Cotton, via Cape, per ton 50 feet.	.....	.....
" " " Suez Canal. per ton 40 feet.	£1-2-0	£1-1-3
" Seeds & Wheat.. ..	£1-1-0	£1-0-6
London—M'ment cargo, P.& O. Co...	£1-2-6	£1-1-3
" Seeds & Wheat do. ..	£1-0-0	£1-0-0
" M'ment cargo, Via Canal.	£1-1-6	£1-1-3
" Seeds and Wheat " ..	£1-0-0	£1-0-0
Havre—M'ment cargo " ..	£1-1-3	.....
" Seeds and Wheat " ..	£1-0-0	.....
Antwerp—M'ment cargo " ..	£1-1-3	£1-0-0
" Seeds and Wheat " ..	£1-0-0	£1-0-0
Hull " ..	£1-2-0	£1-0-0
Dunkirk " ..	£1-1-3	£1-1-3
Trieste & Venice—M't. cargo, ..	£1-18-9 at 2s. Ex.	£1-13-9 at 2s. Ex.
" Seeds and Wheat, " .	....	£1-13-9 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£1-1-3	£1-0-0
" " Seeds & Wheat " ..	£1-0-6	.....
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia .. "	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 25th April.	Week ending 2nd May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 7/32d.	1s. 4 3/16d.
" " Sight	1s. 4¼d.	1s. 4 3/16d.
" " 3 m'ths' "	1s. 4 5/16d.	1s. 4¼d
" " 4 " "	1s. 4 11/32d.	1s. 4 9/32d. Nominal.
" " 6 " "	1s. 4 13/32d.	1s. 4 11/32d. "
First class Credits 3 " "	1s. 4 13/32d.	1s. 4 11/32d.
" " 6 " "	1s. 4¼d.	1s. 4 7/16d.
Documents " 3 " "	1s. 4 7/16d.	1s. 4⅜d.
" " 6 " "	1s. 4 17/32d.	1s. 4 15/32d.
Paris Francs Mercantile Bills ...3 " "	1·73¼	1·72½
" " 6 " "	1·74¼	1·73½
On Calcutta Bank Telegraphic Transfer	100 3/32	100
On China Mer'tile B'l's, 60 days' Sight.	218	217½
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-13-0	Rs. 23-12-9
Sovereigns	" 14-15-6	" 14-14-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills.	9 per cent.	9 per cent.
" of Interest on Demand Loans on Govt. Securities.	9 "	9 "
Rate of Discount in the open Market on Govt. Securities....	9 "	9 "
Money Market	Tight.	Firm.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100½	Rs. 100½
Four-and-a-half per cents. ...	" 103¾	" 103¾
IMPORTS.		
Piece Goods— Market	Moderate demand.	Quiet, but steady.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼ lbs. " " " ...	" 3-3 to 5-3	" 3-3 to 5-3
3lbs. 30-32in. Madapollams " ...	" 1-4-6 to 1-9	" 1-4-6 to 1-9
No. 40s Mule Twist, per lb. ...	As. 8¾ to 9¼	As. 8¾ to 9¼
No. 30s Water " " ...	" 8¼ to 9½	" 8½ to 9½
Copper Braziers, (in bundles) (per cwt)	Rs. 37 ready; 31½ to arrive.	Rs 37½ ready; 35 to arrive.
Yellow Metal, (in cases) " ..	" 32½ ready; 31½ to arrive.	" 32½ ready; 30 to arrive.
Welsh Bar Iron, (per candy of 746¼ lbs.)	" 27 to 28	" 27 to 28
Staffordshire Bar Iron, " " ...	" 29 to 30	" 29 to 30
Swedish Bar Iron, " " ...	" 41 to 42	" 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 19½ ready; " 20½ forward.	Rs. 19 ready; " 19 forward.
Welsh Hartley Coal, (per ton) "	Rs. 17½ rdy.; 17½ fwd.	Rs. 18 ready; 18 fwd.
Cardiff Coal, (") "	" 23 " 23½ "	" 22 ready; 22½ "
EXPORTS.		
Cotton— Market (per candy	Firm.	Firm.
Broach, ... Fine...	Rs. 252 Ready	Rs. 252 (Ready.)
Do. ... ... F.G....	" 242 "	" 242 "
Do. .... Good..	" 236 "	" 236 "
Hingunghaut, ... Good..	.....	.....
Do. ... ... F.G....	" 242 "	" 242 "

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 25th April.	Week ending 2nd May.
EXPORTS—*contd.*		
Cotton— [per candy		
Oomrawuttee, Good staple, Fine.	.....	.....
" " F.G....	Rs. 225 (Ready)	Rs. 225 (Ready)
" " Good..	" 218 "	" 218 "
" " F.G.F.	" 210 "	" 210 "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 220 "	Rs. 221 "
" ... ... Good..	" 212 "	" 214 "
" ... ... F.G.F.	" 206 "	" 210 "
Belatee, ... Fine...	.....	.....
" ... ... F.G....	Rs. 215 "	Rs. 219 "
" ... ... Good.	" 210 "	" 212 "
Dhollera, ... Fine...	" 235 "	" 237 "
" ... ... F.G....	" 225 "	" 226 "
" ... ... Good..	" 215 "	" 215 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine....	Rs. 205 "	Rs. 206 "
" ... .. F.G.....	" 196 "	" 198 "
" ... ... Good ..	" 189 "	" 190 "
" ... .. F.G.F....	" 185 "	" 182 "
Dharwar (S.G.) ... .. Good ...	" 224 "	" 224 "
" " .. ... F.G.F....	....	....
Westerns, ... Good..	Rs. 213 "	Rs. 246 "
" .. .. F.G.F...	.....	..
Gingelly, Seed, White (per cwt.)	.....	....
" Mixed " ..	.....	.....
Linseed, Bold " .	Rs. 6-7-0 (Ready)	Rs. 6-7-0 Ready
" Small Seed " ..	" 6-4-0 April-May.	" 6-8-0 "
Rapeseed, Guzerat Yellow " ..	" 7-3-0 Ready.	" 7-3-0 "
" Brown Delhi " ..	Rs. 6 1-6 Ready.	Rs. 6-3-0 Ready
" Yellow Cawnpore " ..	" 6-12 6 "	" 6-15-0 "
Poppy Seed " ..	" 7-0-6 "	" 7-1-0 "
Groundnuts " ..	" 6-8-0 "	" 6-5-0 "
Wheat, White pessy " ..	" 4-8-0 "	" 4-11-0 "
" Khabri Pessy " .	.....	... "
" Ahmedabad, Soft Red " ..	Rs. 4-7-6 Forward.	Rs. 4-6-0 "
" Luskari " ..	" 4-5-6 Ready.	" 4-5 0 "
" Hard Yellow " ..	" 4-6-6 to 4-7-6 Ready	" 4-6-0 to 4-7-0 Ready
" Khandwa " ..	.....	....
" Delhi No. 1 White Pessy " ..	Rs. 4-9-6 April May.	Rs. 4-8-6 to 4-9-0
" " Red " ..	" 3-15-0 Ready.	" 3-15-0 Forward
" Hard Red Khatha " ..	" 3-15-6 "	" 3-15-6 Ready.
" Nagpore Khathi " ..	" 4-1-6 "	" 4-0-0 "
Opium, (Malwa) per chest, Old ..	" 1,250 "	" 1,250 "
" " " New ..	" 1,175 "	" 1,185 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet.	.....	.....
" " " Suez Canal. per ton 40 feet.	£1-2-6	£0-19-6
" Seeds & Wheat..	£1-2-6	£0-18-9
London—M'ment cargo, P. & O. Co.	£1-2-6	£1-0-0
" Seeds & Wheat do. ..	£1-0-0 Old Scale	£0-18-9
" M'ment cargo, Via Canal...	....	£1-0-0
" Seeds and Wheat " ..	....	£0-18-9
Havre—M'ment cargo " ..	.....	£0-19-6
" Seeds and Wheat " ..	.....	£0-19-0
Antwerp—M'ment cargo " ..	.....	£0-19-6
" Seeds and Wheat " ..	.....	£0-19-0
Hull " ..	.....	£0-18-9
Dunkirk " ..	...	£0-19-6
Trieste & Venice—M't. cargo " ..	£1-15-0 at 2s. Ex.	£1-12-6 at 2s. Ex.
" " Seeds & Wheat " ..	.....	.....
Marseilles and Genoa—M't. cargo Via Canal	£1-2-6	£0-19-6
" " Seeds & Wheat " ..	.....	£0-18-9
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com.

Quotations.	Week ending 9th May.	Week ending 16th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4¼d.	1s. 4 9/32d.
„ „ Sight	1s. 4¼d.	1s. 4 5/16d.
„ „ 3 m'ths' „	1s. 4 5/16d.	1s. 4⅜d.
„ „ 4 „ „	1s. 4 11/32d.	1s. 4 13/32d.
„ „ 6 „ „	1s. 4 13/32d.	1s. 4 7/16d.
First-class Credits... 3 „ „	1s. 4 13-32d.	1s. 4 15/32d.
„ „ 6 „ „	1s. 4½d.	1s. 4 9/16d.
Documents 3 „ „	1s. 4 7/16d.	1s. 4 15-32 to ½d.
„ 6 „ „	1s. 4 17/32d.	1s. 4 9/16d.
Paris Francs Mercantile Bills... 3 „ „	1·72½	1·73¼
„ „ 6 „ „	1·73½	1·74¼
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16d.
On China Mer'tile Bills, 60 days' Sight	220	220
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-12-0	Rs. 23-12-3
Sovereigns...	„ 14-14-0	„ 14-14-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	10 per cent.	9 to 10 per cent.
„ of Interest on Demand Loans on Govt. Securities.	9 „	9 „
Rate of Discount in the open Market on Govt. Securities ...	9 „	9 „
Money Market	Tight	Tight
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99 15/16	Rs. 99 15/16
Four-and-a-half per cents. ...	„ 103⅜ to 103¾	„ 104¼
IMPORTS.		
Piece Goods— Market	Moderate demand at steady rates.	Moderate demand, rates steady.
7 lbs. 37-39 in Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼ lbs. „ „ „ ...	„ 3-3 to 5-3	„ 3-3 to 5-3
3 lbs. 30-32 in. Madapollams „ ...	„ 1-4-6 to 1-9-0	„ 1-4-6 to 1-9-0
No. 40s Mule Twist, per lb. ...	As. 8¾ to 9¼	As. 8¾ to 9¼
No. 30s Water „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, (in bundles) per cwt	Rs 37½ ready; 35½ to arrive.	Rs. 37 ready; 36½ to arrive.
Yellow Metal, (in cases) „ ...	Rs 32¾ ready; 31¼ to arrive.	„ 35 ready; 34½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	„ 27 to 28
Staffordshire Bar Iron, „ „	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal. (per ton) alongside.	Rs. 18 ready; „ 18½ forward.	Rs. 20 Nl. ready; „ 19¼ forward.
Welsh Hartley Coal, (per ton) „	„ 16 Ready; 18 do.	Rs. 17 Ready; 16½ do.
Cardiff Coal, „ „	„ 22½ „ 22¾ do.	„ 23 „ 22½ do.
EXPORTS.		
Cotton— Market [per candy.]	Dull.	Steady.
Broach, ... Fine....	Rs. 250 Ready.	.....
Do. ... ... F.G.....	„ 240 „	Rs. 242 Ready.
Do. ... ... Good...	„ 230 „	„ 236 „
Hingunghat, ... Good...	.....	.....
Do. ... F.G....	Rs. 242 „	Rs. 242 „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 9th May.	Week ending 16th May.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
„ ... ... F.G. ...	Rs. 225 (Ready)	Rs. 226 (Ready)
„ ... ... Good...	„ 219 „	„ 220 „
„ ... ... F.G.F..	„ 212 „	„ 212 „
Khandeish, ... Fine ...	.....	.....
„ ... ... F.G.....	Rs. 220 Ready	Rs. 221 Ready
„ ... ... Good...	„ 215 „	„ 217 „
„ ... ... F.G.F.	„ 208 „	„ 210 „
Belatee, ... Fine...	.....	.....
„ ... ... F G....	Rs. 218 Ready	Rs. 218 Ready
„ ... ... Good...	„ 210 „	„ 210 „
Dhollera, ... Fine...	„ 236 „	„ 236 „
„ ... ... F.G....	„ 225 „	„ 225 „
„ ... ... Good..	„ 214 „	„ 214 „
„ ... ... F.G.F.	.....	.....
Bengals, ... Fine....	Rs. 205 Ready	Rs. 208 Ready
„ .. .. F.G.....	„ 197 „	„ 199 „
„ .. .. Good ..	„ 190 „	„ 192 „
„ .. .. F.G F...	„ 181 „	„ 186 „
Dharwar (S.G.) .. .. Good ..	„ 225 „	„ 228 „
„ „ ... .. F.G.F...	.....	....
Westerns, ... Good..	Rs. 217 Ready	„ 216 „
„ .. .. F.G.F...	.....	.....
Gingelly Seed, White (per cwt.)	.....	.....
„ Mixed „ ..	.....	....
Linseed, Bold „ ..	Rs. 6-9-0 to 6-9-6 Ready	Rs. 6-11-6 „
„ Small Seed „ ..	„ 6-6-0 to 6-7-0 „	„ 6-9-6 „
Rapeseed, Guzerat Yellow „ ..	„ 7-4-0 „	„ 7-5-0 „
„ Brown Delhi „ ..	Rs. 6-6-6 Ready	Rs. 6-9-0 Ready
„ Yellow Cawnpore „ ..	„ 7-2-6 „	„ 7 4-0 „
Poppy Seed „ ..	„ 7-8-0 „	„ 7-11-6 „
Groundnuts „ ..	„ 6-6-0 to 6-7-0 „	„ 6-10-6 to 6-11-3 „
Wheat, White Pessy „ ..	„ 4 12-0 „	„ 4-11-0 „
„ Khabri Pessy „ ..	...	...
„ Ahmedabad, Soft Red „ ..	Rs. 4-3-0 „	Rs. 4-8-6 „
„ Laskari „ ..	„ 4-5-0 to 4-6-0 „	„ 4 7-0 „
„ Hard Yellow „ ..	„ 4-7-0 to 4-8-0 „	„ 4-8-0 to 4-9-0 „
„ Khandwa „ ..	.....	.....
„ Delhi No 1 White Pessy „ ..	Rs. 4-9-6 Ready	Rs. 4-8-0 „
„ „ Red „ ..	....	„ 4-1-0 „
„ Hard Red Khatha „ ..	„ 4-0-0 „	Rs. 4 3-0 „
„ Nagpore Khathi „ ..	„ 4-1-0 „	„ 4 4-0 „
Opium, (Malwa) per chest, Old ..	„ 1,210 „	„ 1,225 „
„ „ „ New ..	„ 1,175 „	„ 1,175 „
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet,	....	....
„ „ „ Suez Canal. per ton 40 feet	£0-17-0	£0-18-9
„ Seeds & Wheat.. ..	£0-16-3	£0-16-3
London—M'ment cargo, P. & O. Co.	£0-17-6	£0-18-9
„ Seeds & Wheat do. ..	£0-16-3	£0-16-3
„ M'ment cargo, Via Canal...	£0-17-6	£0-18-9
„ Seeds and Wheat „ ..	£0-16-3	£0-16-3
Havre—M'ment cargo „ ..	£0-17-6	£0-18-9
„ Seeds and Wheat „ ..	....	£0-17-6
Antwerp—M'ment cargo „ ..	£0-17-6	£0-18-9
„ Seeds and Wheat „ ..	.....	£0-18-0
Hull „ ..	£0-17-6	£0-17-6
Dunkirk „ ..	.....	.....
Trieste & Venice—M't. cargo „ ..	£1-11-3 at 2s. Ex.	£1-10-0 at 2s. Ex.
„ „ Seeds & Wheat.. ..	....	.....
Marseilles and Genoa—M't. cargo Via Canal.	£0-17-6	£0-17-0
„ „ Seeds & Wheat „ ..	£0-17-0	£0-16-0
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Four days ending 20th May.	Week ending 27th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 9/32d.	1s. 4 7/32d.
„ „ Sight	1s. 4 5/16d.	1s. 4 ¼d.
„ „ 3 m'ths' „	1s. 4¾d.	1s. 4 5/16d.
„ „ 4 „ „	1s. 4 13/32d.	1s. 4 11/32d.
„ „ 6 „ „	1s. 4 15/32d.	1s. 4 13/32d.
First-class Credits... 3 „ „	1s. 4 15/32d.	1s. 4 13/32d.
„ „ 6 „ „	1s. 4 9/16d.	1s. 4 ½d.
Documents ... 3 „ „	1s. 4½d	1s. 4 7/16d.
„ ... 6 „ „	1s. 4 19/32d.	1s. 4 17/32d.
Paris Francs Mercantile Bills... 3 „ „	1·73¼	1·72½
„ ... 6 „ „	1·74½	1·74
On Calcutta Banks Telegraphic Transfer	100 1/16	100
On China Mer'tile Bills, 60 days' Sight.	220	220½
Eng. Bar-Gold, 100 touch (per tola)	Rs. 23-12-0	Rs. 23-12-0
Sovereigns	„ 14-13-6	„ 14-14-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills.	9 per cent.	9 per cent.
„ of Interest on Demand Loans on Govt. Securities.	9 „	9 „
Rate of Discount in the open Market on Govt. Securities ...	9 „	9 „
Money Market	Firm.	Tight.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99⅞	Rs. 100 1/16
Four-and-a-half per cents. ...	104¼	„ 104¼
IMPORTS.		
Piece Goods— Market	Moderate demand, rates steady.	Quiet.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10-0 to 3-13-0	Rs. 2-10-0 to 3-13-0
8¼lbs. „ „ „ ...	„ 3-3-0 to 5-3-0	„ 3-3-0 to 5-3-0
3lbs. 30-32 in. Madapollams „ ...	„ 1-4-6 to 1-9-0	„ 1-4-6 to 1-9-0
No. 40s Mule Twist, per lb. ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s Water „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, (in bundles) (per cwt.)	Rs. 37 ready; 36½ to arrive.	Rs. 37 ready; 36 to arrive.
Yellow Metal, (in cases) „ ...	„ 35 ready; 34½ to arrive.	„ 35 ready; 34 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	„ 18 forward.	Rs. 18 Nml. ready; „ 19 forward.
Welsh Hartley Coal, (per ton) „	Rs. 16 rdy.; 16 forwd.	Rs. 16 rdy.; 17 forwd.
Cardiff Coal, „ „	„ 22½ „ 22½ „	„ 23 „ 23 „
EXPORTS.		
Cotton— Market. (per candy	Quiet, but steady.	Quiet.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	Rs. 242 ready	Rs. 242 ready
Do. ... ... Good..	„ 236 „	„ 235 „
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G....	„ 242 „	„ 240 „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Four days ending 20th May.	Week ending 27th May.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, good staple, Fine.	.....	.....
" " F.G....	Rs. 225 Ready	Rs. 224 Ready
" " ... Good..	" 218 "	" 218 "
" " ... F.G.F.	" 210 "	" 210 "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 220 Ready	Rs. 219 Ready
" ... ... Good..	" 216 "	" 215 "
" ... ... F.G.F.	" 210 "	" 208 "
Belatee, ... Fine...	.....	.....
" ... ... F.G....	Rs. 217 Ready	Rs. 216 Ready
" ... ... Good..	" 208 "	" 210 "
Dhollera, ... Fine...	" 236 "	" 235 "
" ... ... F.G....	" 225 "	" 225 "
" ... ... Good..	" 214 "	" 212 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs 208 Ready.	Rs 206 Ready.
" .. .. F.G....	" 200 "	" 198 "
" .. .. Good..	" 193 "	" 193 "
" .. .. F.G.F.	" 187 "	" 187 "
Dharwar (S.G.) ... ... Good.	" 230 "	" 234 "
" ... ... F.G.F	.....	.....
Westerns, ... Good.	Rs. 218 Ready	Rs. 216 Ready
" .. .. F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 6-14 Ready	Rs. 6-15 to Rs. 7-0 Ready
" Small Seed " ..	" 6-12 "	" 6-13 "
Rapeseed, Guzerat Yellow " ..	" 7-7 "	" 7-7 "
" Brown Delhi " ..	" 6-12-6 "	Rs. 6-12-6 Ready
" Yellow Cawnpore " ..	" 7-9 "	" 7-8-0 "
Poppy Seed " ..	" 7-14-6 to 7-15 "	" 8-0 to Rs. 8-1 "
Groundnuts " ...	" 6-11-3 "	" 6-12-9 "
Wheat, White Pessy " ..	" 4-10 "	" 4-7-6 "
" Khabri Pessy " ..	.....	.....
" Ahmedabad (Soft Red), ..	Rs. 4-7 "	Rs. 4-5 Ready
" Laskari " ..	" 4-6 "	" 4-5 "
" Hard Yellow " ...	" 4-7 to 4-7-6 "	" 4-6 to Rs. 4-7 "
" Khandwa " ..	.....	.....
" Delhi No. 1 White Pessy, ..	Rs. 4-7 "	Rs. 4-5 "
" " Red " ..	" 4-1 "	" 4-0 "
" Hard Red Khatha " ..	" 4 "	" 4-0 "
" Nagpore Khathi " ..	" 4-1 "	" 3-12 "
Opium, (Malwa) per chest, Old ..	" 1,225	" 1,220 "
" " " New ..	" 1,175	" 1,175 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet.	.....	.....
" " " Suez Canal, per ton 40 feet.	£0-18-9	£0-18-9
" Seeds & Wheat... ..	.....	£0-17-6
London—M'ment cargo, P. & O. Co.	£1-0-0	£1-0-0
" Seeds and wheat " .	£0-17-6	£0-17-6
" M'ment cargo, Via Canal..	£1-0-0	£0-19-6
" Seeds and Wheat " ..	£0-17-6	£0-18-9
Havre—M'ment cargo " ...	£0-18-9	£1-0-0
" Seeds and Wheat " ...	£0-17-9	£0-18-9
Antwerp—M'ment cargo " ...	£0-18-9	£0-18-9
" Seeds & Wheat " ...	£0-17-6	£0-18-3
Hull " ..	£0-17-6	£0-18-9
Dunkirk " ...	.....	£0-19-0
Trieste & Venice—M't, cargo, ..	£1-12-6 at 2s. Ex.	£1-12-6 at 2s Ex.
" " Seeds & Wheat, .	.....	£1-10-0 at 2s Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£0-18-9	£0-17-6
" " Seed & Wheat " ..	£0-17-0	.....
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 3rd June.	Week ending 10th June.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 4⅛d.	1s. 4 3/32d.
„ „ Sight...	1s. 4⅛d.	1s. 4⅛d.
„ „ 3 m'ths' „ ...	1s. 4 3/16d.	1s. 4 3/16d.
„ „ 4 „ „ ...	1s. 4 7/32d.	1s. 4 7/32d.
„ „ 6 „ „ ...	1s. 4 9/32d.	1s. 4 9/32d.
First-class Credits ...3 „ „ ...	1s. 4 9/32d.	1s. 4¼d.
„ „ 6 „ „ ...	1s. 4⅜d.	1s. 4 11/32d.
Documents „ 3 „ „ ...	1s. 4 5/16d.	1s. 4 9/32d.
„ „ 6 „ „ ...	1s. 4 13/32d.	1s. 4⅜d.
Paris Francs Mercan- Bills... 3 „ „ ...	1·71¼	1·71
„ „ 6 „ „ ...	1·72¼	1·72
On Calcutta Bank Telegraphic Transfer	100	100 1/16
On China Mer'tile Bills, 60 days' Sight.	220½	223
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-12-6	Rs. 23-13-0
Sovereigns	„ 15-1-0	„ 14-15-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills	8 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	8 „	6 „
Rate of Discount in the open Market on Govt. Securities ...	8 „	6 „
Money Market	Firm.	Easy
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100¼	Rs. 100 7/16
Four-and-a-half per cents. ...	„ 104¼	„ 104½
IMPORTS.		
Piece Goods— Market	Quiet and rates barely maintained.	Quiet.
7 lbs. 37-39 in. Grey Shirtings, (per piece	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼ lbs. „ „ „ ...	„ 3-3 to 5-2-6	„ 3-3 to 5-2-6
3 lbs. 30-32in. Madapollams, „ ...	„ 1-4 to 1-8-6	„ 1-4 to 1-8
No. 40s Mule Twist, per lb. ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s Water „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, (in b'dles) (per cwt.)	Rs. 37 ready; 36 to arrive.	Rs. 38 ready; 37 to arrive.
Yellow Metal, (in cases) „ ...	„ 35 ready; 34 to arrive.	„ 36¼ rdy; 34¼ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron, „ „	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18 Nml. ready; „ 19 forward.	Rs. 18 Noml. ready; „ 19½ forward.
Welsh Hartley Coal, (per ton) „	Rs. 17 rdy.; 17 forwd.	Rs. 16 rdy.; 17 forwd.
Cardiff Coal, „ „	„ 22 rdy.; 22½ do.	„ 22½ rdy.; 22½ do.
EXPORTS.		
Cotton— Market. (per candy.	Quiet, but steady.	Quiet.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 235 Ready	Rs. 235 ready Nominal.
Hinganghaut, ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 3rd June.	Week ending 10th June.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, good staple, Fine.	.....	.....
" " F.G....	Rs. 224 (Ready)	Rs. 227 (Ready) Noml.
" " Good..	" 218 "	" 222 " "
" " F.G.F.	" 210 "	" 215 " "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 219 Ready	Rs. 220 " "
" ... ... Good..	" 214 "	" 214 " "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 220 Ready	" 220 " "
" ... ... F.G....	" 216 "	" 216 " "
" ... ... Good..	" 208 "	" 208 " "
Dhollera, ... Fine...	" 235 "	" 235 " "
" ... ... F.G....	" 225 "	" 225 " "
" ... ... Good..	" 212 "	" 212 " "
" ... ... F.G.F.	" 206 "	" 206 " "
Bengals, ... Fine..	" 207 "	" 208 " "
" .. ... F.G. ..	" 199 "	" 200 to 202 " "
" ... ... Good..	" 192 "	" 195 " "
" ... .. F.G.F.	" 186 "	.....
Dharwar (S.G) .... .. Good ..	" 227 "	" 226 Ready "
" " .. .. F.G.F.	.....	.....
Westerns, ... Good ..	Rs. 219 "	Rs. 218 to 219 Ready "
" .. .. F.G.F.	.....	....
Gingelly Seed, White (per cwt)	....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 7-1 (Ready)	Rs. 7-1 Ready
" Small Seed " ...	" 6-15 "	" 7 "
Rapeseed, Guzerat Yellow " ..	" 7-8 "	" 7-8-6 "
" Brown Delhi " ..	Rs. 6-11 "	Rs. 6-12-6 Ready
" Yellow Cawnpore " ..	" 7-6 "	" 7-6 "
Poppy Seed " ..	" 8-4 "	" 7-5-6 "
Groundnuts " ..	" 6-15-3 to Rs. 7 Ready	" 7 "
Wheat, White Pessy " ..	" 4-7 Ready	" 4-8 "
" Khabri Pessy " ...	.....	....
" Ahmedabad (Soft Red) " ..	" 4-5 "	Rs. 4-5 Ready
" Laskari " ..	" 4-6 "	" 4-7 "
" Hard Yellow " ..	" 4-7 to 4-8 Ready	" 4-9 "
" Khandwa " ..	.....	....
" DelhiNo.1 WhitePessy " ..	" 4-5-6 Ready	Rs. 4-6-6 Ready
" " Red " ..	" 3-14-0 "	" 3-13 "
" Hard Red Khatha " ..	" 4 "	" 3-15 "
" Nagpore Khathi " ..	" 3-15 "	" 3-15 "
Opium, (Malwa) per chest, Old ..	Rs. 1240 "	" 1,260 "
" " " New ..	" 1200 "	" 1,210 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet.	.....	.....
" " " Suez Canal, per ton 40 feet.	£1-0-0	£1-1-3
" Seeds & Wheat.. ..	£0-18-9	£0-19-6
London—M'ment cargo, P. & O. Co.	£1-0-0	£1-1-3
" Seeds & Wheat	£0-18-9	£0-17-6
" M'ment cargo, Via Canal...	£1-0-0	.....
" Seeds and Wheat " ...	£0-18-9	.....
Havre—M'ment cargo " ..	£1-0-0	£1-1-3
" Seeds and Wheat " ..	£0-18-9	£1-0-0
Antwerp—M'ment cargo " ..	£1-0-0	£1-1-3
" Seeds and Wheat " ...	£0-18-9	£1-0-0
Hull " ..	£1-0-0	£1-0-0
Dunkirk " ..	£0-18-9	£1-0-0
Trieste & Venice—M't. cargo, " ...	£1-12-6 at Ex. 2s.	£1-15-0 at 2s. Ex.
" " Seeds & Wheat, ..	.....	£1-12-6 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal	£0-18-9	£1-0-0
" " Seeds & Wheat " ..	£0-18-0	£0-19-3
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 17th June.	Week ending 24th June.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 3/32 to ⅛d.	1s. 4 3/32d.
,, ,, Sight	1s. 4 ⅛d.	1s. 4 ⅛d.
,, ,, 3 m'ths' ,,	1s. 4 3/16d.	1s. 4 3/16d.
,, ,, 4 ,, ,,	1s. 4 7/32d.	1s. 4 7/32d.
,, ,, 6 ,, ,,	1s. 4 9/32d.	1s. 4 5/16d.
First-class Credits... 3 ,, ,,	1s. 4 ¼ to 9/32d.	1s. 4 9/32d.
,, ,, 6 ,, ,,	1s. 4 ⅜d.	1s. 4 13/32d.
Documents ... 3 ,, ,,	1s. 4 9/32d.	1s. 4 5/16d.
,, ... 6 ,, ,,	1s. 4 ⅜d.	1s. 4 7/16d.
Paris Francs Mercantile Bills ... 3 ,, ,,	1·71	1·71¼
,, 6 ,, ,,	1·72	1·72½
On Calcutta Bank Telegraphic Transfer...	100 3/32	100 1/16
On China Mer'tile Bills, 60 days' Sight.	222½	222½
Eng. Bar Gold, 100 touch (per tola).	Rs. 23-13-0	Rs. 23-13-0
Sovereigns	,, 15-0-9	,, 14-15-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	6 per cent.	6 per cent.
,, of Interest on Demand Loans on Govt. Securities.	6 ,,	6 ,,
Rate of Discount in the Open Market on Govt. Securities ...	6 ,,	4 ,,
Money Market	Steady.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100½	Rs. 100½
Four-and-a-half per cents. ...	,, 104½	,, 104½
IMPORTS.		
PIECE GOODS— Market	Quiet.	Dull.
7lbs. 37-39 in. Grey Shirtings (per piece)	Rs. 2-10-0 to 3-13-0	Rs. 2-10-0 to 3-13-0
8¼ lbs. ,, ,, ,, ...	,, 3-3-0 to 5-2-6	,, 3-3-0 to 5-2-6
3lbs. 30-32 in. Madapollams ,, ...	,, 1-4-0 to 1-8-0	,, 1-4-0 to 1-8-0
No. 40s. Mule Twist, (per lb.) ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s. Water ,, ,, ...	,, 8¼ to 9¼	,, 8¼ to 9¼
Copper Braziers, (in bundles) (per cwt)	Rs. 38½ ready; 37½ to arrive.	Rs. 40½ ready; 39 to arrive.
Yellow Metal, (in cases) (per cwt)	Rs 36¼ ready; 35 to arrive.	Rs. 37 ready; 35¼ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron ,, ,, ...	,, 29 to 30	,, 29 to 30
Swedish Bar Iron, ,, ,, ...	,, 41 to 42	,, 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17 Nomi. ready; ,, 19 Forward	Rs. 17½ ready; ,, 18 Forward.
Welsh Hartley Coal, (per ton) ,,	,, 16 Ready; 17 forwd.	,, 16 ready; 17 forwd.
Cardiff Coal, ,, ,,	,, 22 Ready; 22½ forwd	Rs. 22¼ Ready 22½ forwd
EXPORTS.		
COTTON— Market. [per candy.	Quiet	Steady
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs, 235 Ready Nominal	Rs. 235 Ready Nominal
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G. ...	Rs. 245 Ready Nominal.	Rs. 245 Ready Nominal

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 17th June.	Week ending 24th June.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine.	.....	.....
" " F.G...	Rs. 227 (Ready) Noml.	Rs. 227 (Ready) Noml.
" " Good..	" 222 " "	" 222 " "
" " F.G.F.	" 215 " "	" 215 " "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 220 " "	Rs. 220 " "
" ... ... Good...	" 214 " "	" 214 " "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 220 " "	Rs. 220 " "
" ... ... F.G....	" 216 " "	" 216 " "
" ... ... Good...	" 208 " "	" 208 " "
Dhollera, ... Fine...	" 235 " "	" 235 " "
" ... ... F.G....	" 226 " "	" 226 " "
" ... ... Good...	" 211 " "	" 212 " "
" ... ... F.G.F.	" 206 " "	" 206 " "
Bengals .. .. Fine..	" 210 " "	" 211 " "
" .. .. F.G...	" 204 " "	" 205 " "
" .. .. Good..	" 196 to 198 "	" 199 " "
" .. .. F.G.F.	.....	.....
Dharwar (S.G.) .. .. Good..	Rs. 223 " "	" 221 " "
" " .. .. F.G.F.	.....	.....
Westerns,.. ... ... Good ..	Rs. 218 " "	Rs. 218 " "
" ... .. F.G.F....	.....	.....
Gingelly Seed, White (per cwt.)..	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 7-2-6 Ready.	Rs. 7-2-6 Ready
" Small Seed " ..	" 7-0-6 "	" 7-1-0 "
Rapeseed, Guzerat Yellow " ..	" 7-9-6 "	" 7-12-0 "
" Brown Delhi " ..	Rs. 6-13-6 "	Rs. 7-1-0 "
" Yellow Cawnpore, ..	" 7-6-0 "	" 7-10-6 "
Poppy Seed " ..	" 8-9-0 "	" 8-7-6 "
Groundnuts " ..	" 7-0-0 "	" 7-0-0 "
Wheat, White Pessy " ..	" 4-6-0 "	" 4-8-0 "
" Khabri Pessy " ...	.....	..... "
" Ahmedabad (soft Red) " ...	.....	" 4-6-0 "
" Laskari " ..	Rs. 4-6-0 "	" 4-7-0 "
" Hard Yellow " ...	" 4-7-0 to 4-8-0 Ready	" 4-8-0 to 4-8-0 Ready
" Khandwa " ..	.....	.....
" Delhi No. 1 White Pessy " ..	Rs. 4-5-0 Ready	" 4-6-0 Ready.
" " Red " ..	" 3-13-6 "	" 3-15-0 "
" Hard Red Khatha " ..	" 3-14-6 "	" 4-0-0 "
" Nagpore Khathi " ..	" 3-15-0 "	" 4-0-0 "
Opium, (Malwa) per chest, Old.. ..	" 1275 "	" 1300 "
" " " New ..	" 1225 "	" 1250 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	....	....
" " " Suez Canal, (per ton 40 feet).	£1-1-3	£1
" Seeds and Wheat	£1-0-0	£0-19-6
London—M'ment cargo P. & O. Co. ..	£1-1-3	£1-1-3
" Seeds & Wheat " do. ..	£0-18-9	£0-19
" M'ment cargo, Via Canal.	£1-1-3	£1-1-3
" Seeds & Wheat " ..	£1-0-0	£0-19
Havre—M'ment cargo, " ..	£1-2-6	£1-2-6
" Seeds & Wheat " ..	£1-1-3	£1-1-3
Antwerp—M'ment cargo " ..	£1-2-6	.....
" Seeds & Wheat " ..	£1-1-3	.....
Hull " ..	£1-0-0	.....
Dunkirk " ..	£1-0-0	.....
Trieste & Venice—M'ment cargo " ..	£1-17-6 at 2s. Ex.	£1-17-6 at 2s Ex.
" Seeds & Wheat " ..	£1-15 0 at 2s. Ex.	.....
Marseilles and Genoa—M'ment cargo, Via Canal..	£1-0-0	....
" " Seeds & Wheat " ..	....	....
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 17

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 1st July.	Week ending 8th July.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 3/32d.	1s. 4 5/32d.
„ „ Sight	1s. 4⅛d.	1s. 4 3/16d.
„ „ 3 m'ths' „	1s. 4 3/16d.	1s. 4¼d.
„ „ 4 „ „	1s. 4 7/32d.	1s. 4 9/32d.
„ „ 6 „ „	1s. 4 9/32d.	1s. 4 11/32d.
First-class Credits ... 3 „ „	1s. 4 9/32d.	1s. 4 11/32d.
„ „ ... 6 „ „	1s. 4 13/32d.	1s. 4 15/32d.
Documents ... ... 3 „ „	1s. 4 5/16d.	1s. 4⅜d.
„ ... ... 6 „ „	1s. 4 7/16d.	1s. 4½d.
Paris Francs Mer'tile Bills 3 „ „	1·71¼	1·72
„ 6 „ „	1·72½	1·73¼
On Calcutta Bank Telegraphic Transfer...	100⅛	100 3/32
On China Mercantile Bills, 60 days' Sight	222½	223
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-12-9	Rs. 23-12-6
Sovereigns...	„ 15-1	„ 15-0-9
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills.	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	4 „	4 „
Money Market	Easy.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100⅝	Rs. 100 7/16
Four-and-a-half per cents. ...	„ 104½	„ 104⅜
IMPORTS.		
Piece-Goods— Market	Quiet.	Quiet, but steady.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼lbs. „ „ „ ...	„ 3-3 to 5-2-6	„ 3-3 to 5-2-6
3 lbs. 30-32 in Madapollams „ ...	„ 1-4 to 1-8	„ 1-4 to 1-8
No. 40s Mule Twist (per lb.) ...	As. 8¾ to 9¼	As. 8¾ to 9¾
No. 30s, Water „ „ ...	„ 8½ to 9½	„ 8⅝ to 9½
Copper Braziers, (in bundles) (per cwt.)	Rs. 40½ rdy.; 38½ to arrive.	Rs. 40 ready; 39½ to arrive.
Yellow Metal, (in cases) (per cwt)	Rs. 37 ready; 35½ to arrive.	Rs. 37 ready; 36½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17½ ready; „ 18 forward.	Rs. 18 ready; „ 19 forward.
Welsh Hartley Coal, (per ton) „	Rs. 16 rdy.; 17 forwd.	Rs. 16 rdy.; 17 forwd.
Cardiff Coal, „ „	„ 21 rdy.; 21½ do.	„ 20¾ rdy.; 20½ do.
EXPORTS.		
Cotton— Market [per candy.	Steady.	Steady.
Broach, ... Fine...	Rs. 241 March 1890	Rs. 242 March 1890
Do. ... ... F.G....	„ 236 „	„ 237 „
Do. ... ... Good..	„ 235 ready Nominal.	„ 235 ready Nominal.
Hingunghat ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 1st July.	Week ending 8th July.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawutte, Good staple Fine,	.....	.....
" " F.G....	Rs. 226 Ready Noml.	Rs. 226 Ready Noml.
" " Good..	" 221 " "	" 221 " "
" " F.G.F.	" 214 " "	" 214 " "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 220 Ready "	Rs. 220 Ready "
" ... ... Good..	" 214 " "	" 214 " "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	" 217 Ready "	Rs. 217 Ready "
" ... ... F.G....	" 214 " "	" 214 " "
" ... ... Good..	" 209 " "	" 209 " "
Dhollera, ... Fine...	" 235 " "	" 235 " "
" ... ... F.G....	" 226 " "	" 226 " "
" ... ... Good...	" 212 " "	" 212 " "
" ... ... F.G.F.	" 205 " "	" 205 " "
Bengals, ... Fine...	" 212 " "	" 213 " "
" ... ... F.G....	" 205 " "	" 206 to 207 " "
" ... ... Good..	" 199 " "	" 200 " "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	Rs. 220 Ready "	Rs. 220 Ready "
" " ... F.G.F.	.....	.....
Westerns, ... Good ..	Rs. 218 Ready "	Rs. 217 Ready
" .. ... F.G.F....	.....	.....
Gingelly Seed, White (per cwt.)...	.....	.....
" Mixed " ...	.....	.....
Linseed, Bold " ...	Rs. 7-4-6 Ready	Rs. 7-4-6 Ready
" Small Seed " ..	" 7-3-6 "	" 7-3-6 "
Rapeseed, Guzerat Yellow " ..	" 7-15-0 "	" 8-1-0 "
" Brown Delhi " ..	" 7-5-0 "	" 7-6-6 "
" Yellow Cawnpore " ...	" 7-13-0 "	" 7-14-6 "
Poppy Seed " ..	" 8-3-0 "	" 8-6-6 "
Groundnuts " ..	" 7-1-6 "	" 7-0-9 "
Wheat, White Pessy " ..	" 4-9-0 "	" 4-8-6 to 4-9-6 "
" Khabri Pessy " ..	.....	.....
" Ahmedabad (soft Red) " ..	Rs. 4-5-0 Ready Nl.	Rs. 4-5-6 Ready
" Laskari " ..	" 4-6-0 "	" 4-6-6 "
" Hard Yellow " ..	" 4-8-0 to 4-9-0 "	" 4-7-6 to 4-9-0 "
" Khandwa " ...	.....	" 4-11-0 "
" Delhi No. 1 White Pessy " ..	Rs. 4-7-0 Ready	" 4-6-0 "
" " Red " ..	" 3-14-6 "	" 3-14-6 "
" Hard Red Khatha " ..	" 4-0-0 "	" 3-14-6 "
" Nagpore Khathi " ..	" 4-2-0 "	" 4-1-6 "
Opium, (Malwa) per chest, Old.. ..	Rs. 1 285 "	" 1,275 "
" " " New ...	" 1.225 "	" 1,235 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	....	....
" " " Suez Canal (per ton 40 feet).	£1-0-0	£1-1-3
" Seeds and Wheat	£0-18-9	£1-0-0
London—M'ment cargo, P. & O. Co. ..	£1-0-0	£1-1-3
" Seeds & Wheat do. ..	£0-18-9	£1-0-0
" M'ment cargo, Via Canal.	£1-0-0	£1-1-3
" Seeds & Wheat " ..	£0-18-9	£1-0-0
Havre—M'ment cargo, " ..	£1-0-0	....
" Seeds & Wheat " ...	£0-18-9	.....
Antwerp—M'ment cargo " ...	£0-18-9	£1-1-3
" Seeds & Wheat " ..	£0-18-6	£1-0-0
Hull " ...	£0-18-9	....
Dunkirk " ..	£0-18-9	.....
Trieste & Venice—M'ment cargo " ...	£1-15-0 at 2s. Ex.	£1-17-6 at 2s. Ex.
" Seeds & Wheat " ..	£1-15-0 " "	.....
Marseilles and Genoa—M'ment cargo, Via Canal.	£0-18-0	£0-18-9
" " Seeds & Wheat "	£0-18-3	....
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 15th July.	Week ending 22nd July.
EXCHANGE.		
On England, Bank Bills Tel. Transfer ...	1s. 4 5/32d.	1s. 4 3/16d.
„ „ Sight	1s. 4 3/16d.	1s. 4 7/32d.
„ „ 3 m'ths' „	1s. 4¼d.*	1s. 4¼d.
„ „ 4 „ „	1s. 4 9/32d.	1s. 4 9/32d.
„ „ 6 „ „	1s. 4 11/32d.	1s. 4 11/32d.
First-class Credits ... 3 „ „	1s. 4 11/32d.	1s. 4⅜d.
„ „ ... 6 „ „	1s. 4 15/32d.	1s. 4½d.
Documents ... 3 „ „	1s. 4⅜d.	1s. 4 13/32d.
„ ... ... 6 „ „	1s. 4½d.	1s. 4 17/32d.
Paris Francs Mercantile Bills... 3 „ „	1·72	1·72½
„ „ 6 „ „	1·73¼	1·73¾
On Calcutta Bank Telegraphic Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	223	222
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-12-9	Rs. 23-13-0
Sovereigns	„ 14-15-0	„ 15-1-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	4 „	4 „
Money Market	Easy.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100½	Rs. 100 5/16
Four-and-a-half per cents. ...	„ 104⅜	„ 104¼
IMPORTS.		
Piece Goods— Market	Quiet, but steady	Quiet, but steady
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10-0 to 3-13-0	Rs. 2-10-0 to 3-13-0
8¼ lbs. „ „ „ ...	„ 3-3-0 to 5-2-6	„ 3-3-0 to 5-2-6
3 lbs. 30-32 in. Madapollams, ...	„ 1-4-0 to 1-8-0	„ 1-4-0 to 1-8-0
No. 40s. Mule Twist, (per lb.) ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s. Water, „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, (in bundles) (per cwt)	Rs. 40½ ready; 39½ to arr.	Rs. 40½ ready; 39½ to arr.
Yellow Metal, (in cases) (per cwt)	Rs. 37 ready; 36¼ to arrive.	Rs. 37 ready; 36¼ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17½ ready; „ 19¼ forward.	Rs. 18 Nominal ready; „ 18½ forward.
Welsh Hartley Coal, (per ton) „	Rs. 16 ready; 17 forwd.	Rs. 16 ready; 17 forwd.
Cardiff Coal, „ „	„ 20½ do. 21 do.	„ 20½ do. 20¼ do.
EXPORTS.		
Cotton— Market (per candy.	Steady, but little doing.	Steady.
Broach, ... Fine..	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	Rs. 233 March	Rs. 231 March
Hingunghat ... ... Good...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 15th July.	Week ending 22nd July.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawattee, Good, staple Fine	.....	.....
" " F.G....	Rs. 226 Ready Nomi.	Rs. 226 Ready Nomi
" " Good...	" 221 " "	" 221 " "
" " F.G.F.	" 214 " "	" 214 " "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 220 Ready "	Rs. 220 Ready "
" ... ... Good..	" 214 " "	" 214 " "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	" 217 " "	Rs. 217 Ready "
" ... ... F.G....	" 214 " "	" 214 " "
" ... ... Good...	" 209 " "	" 209 " "
Dhollera, ... Fine...	" 235 " "	" 235 " "
" ... ... F.G....	" 226 " "	" 226 " "
" ... ... Good..	" 212 " "	" 212 " "
" ... ... F.G.F.	" 205 " "	" 205 " "
Bengals, ... Fine...	" 213 " "	" 213 "
" ... ... F.G....	" 207 to 208 Ready "	" 207 to 208,, "
" ... ... Good...	" 200 " "	" 200 " "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.) ... Good..	Rs. 220 Ready "	Rs. 220 Ready "
" " ... F.G.F..	.....	.....
Westerns, ... Good ..	Rs. 217 Ready "	Rs. 217 Ready "
" .. .. F.G.F..	.....	....
Gingelly Seed, White (per cwt.)..	....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 7-4-6 Ready	Rs. 7-5 Ready
" Small Seed " ..	" 7-3 "	" 7-3-6 "
Rapeseed, Guzerat Yellow " ..	" 8-3 "	" 8-9 "
" Brown Delhi " ..	" 7-13 "	" 8-0 "
" Yellow Cawnpore " ..	" 8-1 "	" 8-5 "
Poppy Seed " ..	" 8-8-6 "	" 8-9 "
Groundnuts " ..	" 6-15 "	" 7-0 "
Wheat, White Pessy " ..	" 4-9 to 4-10 Ready	" 4-9 "
" Khabri Pessy " ..	.....	.....
" Ahmedabad (soft Red) " ..	" 4-6 Ready	Rs. 4-6 Ready
" Laskari " ..	" 4-6-6 to 4-7-6 "	" 4-7 "
" Hard Yellow " ..	" 4-8-6 "	" 4-8-6 to 4-9-6 "
" Khandwa " ..	.....	" 4-12 "
" Delhi No. 1 White Pessy " ..	" 4-7 Ready	" 4-6-6 "
" " Red " ..	" 3-15-6 "	" 3-14-6 "
" Hard Red Khatha " ..	" 4 "	" 4-0 "
" Nagpore Khathi " ..	" 4 2-6 "	" 4-0 "
Opium, (Malwa) per chest, Old... ..	" 1,275 "	" 1,310 "
" " " New... ..	" 1,235 "	" 1,255 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	....	.....
" " " Suez Canal, (per ton 40 feet).	£1-2-6	£1-3-9
" Seeds and Wheat..	£1-1-3	£1-2-6
London—M'ment cargo, P. & O. Co. ...	£1-2-6	£1-3-9
" Seeds & Wheat " " ...	£1	£1-2-6
" M'ment cargo, Via Canal	£1-2-6	....
" Seeds and Wheat " ...	£1-1-3	....
Havre—M'ment cargo. " ..	.....	.....
" Seeds and Wheat " ..	.....	.....
Antwerp—M'ment cargo " ..	£1-2-6	£1-3-9
" Seeds and Wheat " ..	£1-2-0	£1-2-6
Hull " ...	.....	....
Dunkirk " ...	.....	.....
Trieste & Venice—M'ment cargo " ...	£1-13-9 at 2s. Ex.	£1-15-0 at 2s. Ex.
" Seeds & Wheat " ...	.....	....
Marseilles and Genoa—M'ment cargo Via Canal..	£0-18-9	.. ...
" " Seeds & Wheat " ...	.....	.....
China, Steamer	Rs. 12 to 17	Rs. 12
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 29th July.	Week ending 5th August.
EXCHANGE.		
On England, Bank Bills, Tel' Transfer	1s. 4 5/32d.	1s. 4 5/32d.
„ „ Sight	1s. 4 3/16d.	1s. 4 3/16d.
„ „ 3 m'ths' „	1s. 4¼d.	1s. 4¼d.
„ „ 4 „ „	1s. 4 9/32d.	1s. 4 9/32d.
„ „ 6 „ „	1s. 4 11/32d.	1s. 4 11/32d.
First-class Credits ... 3 „ „	1s. 4 11/32d.	1s. 4⅜d.
„ „ ... 6 „ „	1s. 4 15/32d.	1s. 4½d.
Documents ... ... 3 „ „	1s. 4 ⅜d.	1s. 4 13/32d.
„ ... ... 6 „ „	1s. 4½d.	1s. 4 19/32d.
Paris Francs Mercantile Bills... 3 „ „	1·72¼	1·72¼
„ „ 6 „ „	1·73½	1·74
On Calcutta Bank Telegraphic Transfer	100 1/16	100 3/32
On China Mer'tile Bills, 60 days' Sight	222	222
Eng. Bar Gold, 100 touch (per tola)	Rs 23-13-0	Rs. 23-12-6
Sovereigns...	„ 15-0-0	„ 15-0-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Government Securities...	4 „	4 „
Money Market	Steady.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100 3/16 to ¼	Rs. 100 3/16
Four-and-a-half per cents. ...	„ 104¼ Nominal.	„ 104
IMPORTS.		
Piece Goods— Market	Quiet, but steady.	Quiet, but steady.
7 lbs. 37-39in. Grey Shirtings, (per piece)	Rs. 2-10-0 to 3-13-0	Rs. 2-10-0 to 3-13-0
8¼lbs. „ „ „ ...	„ 3-3-0 to 5-4-0	„ 3-3-0 to 5-4-0
3lbs. 30-32 in Madapollams „ ...	„ 1-4-0 to 1-8-0	„ 1-4-0 to 1-8-0
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9¼	As. 8¾ to 9¾
No. 30s Water „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper (Braziers, (in bundles) (per cwt)	Rs. 40½ ready; 40 to arrive.	Rs. 39½ ready; 39 to arrive
Yellow Metal, (in cases) (per cwt)	Rs. 37 ready; 36½ to arrive.	Rs. 36½ ready; 36 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17 ready; „ 18½ forward.	Rs. 17 Ready; „ 18½ Forward.
Welsh Hartley Coal, (per ton) „	Rs. 16 Ready; 17 „	Rs. 16 Ready; 17 „
Cardiff Coal, (per ton) „	„ 20½ „ 21 „	„ 20 „ 21½ „
EXPORTS.		
Cotton— Market	Steady.	Steady; good local demand.
per candy.		
Broach, ... Fine...	.....	Rs. 251 March 1890.
Do. ... ... F.G. ..	.....	.....
Do. ... ... Good. .	Rs. 232 March 1890.	Rs. 235 March 1890.
Hingunghaut, ... Good. .	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 29th July.	Week ending 5th August.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple Fine.	.....	.....
" " F.G....	Rs. 226 Ready Noml.	Rs. 226 Ready Noml.
" " Good...	" 221 " "	" 221 " "
" " F.G.F.	" 214 " "	" 214 " "
Khandeish, ... Fine...	..... " "	.....
" ... ... F.G....	Rs. 220 Ready	Rs. 220 " "
" ... ... Good..	" 214 " "	" 214 " "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 217 Ready	Rs. 217 " "
" ... ... F.G....	" 214 " "	" 214 " "
" ... ... Good..	" 209 " "	" 209 " "
Dhollera, ... Fine...	" 235 " "	" 235 " "
" ... ... F.G....	" 226 " "	" 226 " "
" ... ... Good..	" 212 " "	" 212 " "
" ... ... F.G.F.	" 205 " "	" 205 " "
Bengals, ... Fine...	" 213 " "	" 213 " "
" ... ... F.G....	" 207 to 208 "	" 207 to 208 "
" ... ... Good..	" 200 " "	" 200 " "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	Rs. 220 " "	Rs. 220 " "
" " ... F.G. F.	.....	.....
Westerns, ... Good ..	Rs. 217	Rs. 217 " "
" ... ... F.G.F..	.....	.....
Gingelly Seed, White (per cwt.)...	.....	....
" Mixed " ...	.....	....
Linseed, Bold " ...	Rs. 7-8-0 Ready	Rs. 7-7-6 Ready
" Small Seed " ...	" 7-6-6 "	.....
Rapeseed, Gujerat Yellow " ..	" 9-0-0 "	Rs. 8-14 "
" Brown Delhi " ...	" 8-3-0 "	" 8-1 "
" Yellow Cawnpore " ...	" 8-7-0 "	" 8-6 "
Poppy Seed " ...	" 8-12-0 "	" 8-9-6 "
Groundnuts " ..	" 7-0-0 "	.. ...
Wheat, White Pessy " ...	" 4-9-0 "	Rs. 4-7-6 "
" Khabri Pessy " ...	.....	...
" Ahmedabad (soft Red) " ..	Rs. 4-5-0 "	Rs. 4-5 "
" Laskari " ..	" 4-6-0 "	" 4-6 "
" Hard Yellow " ..	" 4-7-0 to 4-9-0 "	" 4-7-3 to 4-8-3 "
" Khandwa " ..	" 4-13-0 "	" 4-14 "
" Delhi No. 1 White Pessy " ...	" 4-6-6 "	" 4-4-6 "
" " Red " ...	" 4-0-6 "	" 3-15-6 "
" Hard Red Khatha " ..	" 4-0 0 "	" 4 "
" Nagpore Khathi " ...	" 4-2-0 "	" 4-1 "
Opium, (Malwa) per chest, Old... ..	" 1285 "	" 1,285 "
" " " New ..	" 1235 "	" 1,265 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	....	....
" " " Suez Canal (per ton of 40 feet).	£1-3-9	£1-2-0
" Seeds and Wheat	£1-3-0	£1-1-0
London—M'ment cargo, P. & O. Co. ...	£1-5-0	£1-2-6
" Seeds & Wheat " " ...	£1-3-9	£1-1-0
" M'ment cargo, Via Canal..	£1-3-9	£1-2-6
" See s & Wheat " ...	£1-2-6	£1-1-0
Havre—M'ment cargo " ...	.....	....
" Seeds & Wheat " ...	.....	....
Antwerp—M'ment cargo " ..	£1-2-6	£1-1-3
" Seeds & Wheat " ..	.....	£1-0-0
Hull " ..	.....	.....
Dunkirk " ..	£1-3-9	£1-2-6
Trieste & Venice - M'ment cargo " ...	£1-15-0 at 2s Ex.	£1-15-0 at 2s. Ex.
" Seeds & Wheat " ..	....	....
Marseilles and Genoa—M'ment cargo, Via Canal..	.....	.....
" " Seeds & Wheat " ..	.....	.....
China, Steamer	Rs. 12	Rs. 12
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 12th August.	Week ending 20th August.
EXCHANGE.		
On England, Bank Bills, Tel-Transfer ...	1s. 4 3/16d.	1s. 4 3/16d.
„ „ Sight	1s. 4 7/32d.	1s. 4 7/32d.
„ „ 3 m'ths' „	1s. 4 9/32d.	1s. 4 5/16d.
„ „ 4 „ „	1s. 4 5/16d.	1s. 4 11/32d.
„ „ 6 „ „	1s. 4¾d.	1s. 4 13/32d.
First-class Credits... 3 „ „	1s. 4 13/32d.	1s. 4 13/32d.
„ „ ... 6 „ „	1s. 4 17/32d.	1s. 4 17/32d.
Documents ... 3 „ „	1s. 4 7/16d.	1s. 4 7/16d.
„ ... ... 6 „ „	1s. 4 9/16d.	1s. 4 9/16d.
Paris Francs Mercantile Bills... 3 „ „	1·73	1·73
„ „ 6 „ „	1·74¼	1·74¼
On Calcutta Bank Telegraphic Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight	222	221½
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-12-6	Rs. 23-12-0
Sovereigns...	„ 15-0-0	„ 14-15-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	5 to 6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 per cent.	5 „
Rate of Discount in the open Market on Govt. Securities ...	4 „	5 „
Money Market	Steady.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100¼	Rs. 99 9/16
Four-and-a-half per cents. ...	„ 103¾	„ 103½ Nominal.
IMPORTS.		
PIECE GOODS— Market,	Quiet, but steady.	Quiet, but steady.
7lbs. 37-39in. Grey Shirtings, (per piece)	Rs. 2-10-0 to 3-13-0	Rs. 2-10-0 to 3-13-0
8¼lbs. „ „ „ ...	„ 3-3-0 to 5-4-0	„ 3-3-0 to 5-4-0
3lbs. 30-32 in. Madapollams „ ...	„ 1-4-0 to 1-8-0	„ 1-4-0 to 1-8-0
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9¼	As. 8¾ to 9¼
No. 30s, Water „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, in (bundles) (per cwt.)	Rs. 39½ ready; 39½ to arrive.	Rs. 39½ ready; 39½ to arrive.
Yellow Metal, (in cases) (per cwt.)	„ 36½ ready; 36½ to arrive.	„ 37 ready; 37½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs,)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18 ready; 18½ forwd.	Rs. 18 ready; 19 forwrd.
Welsh Hartley Coal, (per ton) „	„ 16 „ 17 „	„ 16¼ „ 17 „
Cardiff Coal, (per ton) „	„ 20¼ „ 21½ „	„ 20¼ „ 21½ „
EXPORTS.		
COTTON— Market [per candy,	Steady; good local demand.	Firm; good local demand.
Broach ... ... Fine...	.....	Rs. 250 March 1890
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 233 March 1890	Rs. 235 March 1890
Hingunghaut ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 12th August.	Week ending 20th August.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good, staple Fine	.....	.....
,, ,, F.G....	Rs. 227 Ready Nomi.	Rs. 228 Ready Nomi.
,, ,, Good..	,, 221 ,, ,,	,, 220 ,, ,,
,, ,, F.G.F.	,, 214 ,, ,,	,, 215 ,, ,,
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 220 Ready ,,	Rs. 219 Ready ,,
,, ... Good..	,, 214 ,, ,,	,, 214 ,, ,,
,, ... F.G.F.	.....	.....
Belatee,... ... ... Fine...	Rs. 217 Ready ,,	Rs. 220 Ready ,,
,, ... F.G....	,, 214 ,, ,,	,, 216 ,, ,,
,, ... Good..	,, 209 ,, ,,	,, 209 ,, ,,
Dhollera, ... Fine...	,, 235 ,, ,,	.....
,, ... F.G....	,, 226 ,, ,,	Rs. 226 Ready ,,
,, ... Good..	,, 212 ,, ,,	,, 214 ,, ,,
,, ... F.G.F.	,, 205 ,, ,,	,, 208 ,, ,,
Bengals, ... Fine...	,, 214 ,, ,,	.....
,, ... F.G....	,, 208 ,, ,,	Rs. 209 Ready ,,
,, ... Good..	,, 201 ,, ,,	,, 202 ,, ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	Rs. 220 Ready ,,	Rs. 218 Ready ,,
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good ...	,, 218 to 219 Ready. ,,	Rs. 216 Ready ,,
,, ... F.G.F...	....	....
Gingelly Seed, White (per cwt.)..	....	....
,, Mixed ,, ...	....	....
Linseed, Bold ,,	Rs. 7-7 Ready	Rs 7-6-6 Ready
,, Small Seed ,, ..	,, 7-5-6 ,,	,, 7-5 ,,
Rapeseed, Gujerat Yellow ,, ...	,, 8-12 ,,	,, 8-12 ,,
,, Brown Delhi ,, ...	,, 7-15 ,,	,, 7-14-6 ,,
,, Yellow Cawnpore ,, ...	,, 8-3 ,,	,, 8-2 ,,
Poppy Seed ,, ..	,, 8-8 ,,	,, 8-7 ,,
Groundnuts ,, ..	,, 6 13 ,,	,, 6-13 ,,
Wheat, White Pessy ,, ..	,, 4-7-6 ,,	,, 4-8 ,,
,, Khabri Pessy ,, ..	.....	....
,, Ahmedabad (Soft Red) ,, ..	Rs. 4-5 Ready	Rs. 4-5 Ready
,, Laskari ,, ...	,, 4-5-6 to 4-6-6 Ready	,, 4-6 ,,
,, Hard Yellow ,, ..	,, 4-7-6 Ready	,, 4-7-6 to 4-8-6 Ready
,, Khandwa ,, ..	,, 4-14 ,,	....
,, Delhi No. 1 White Pessy ,, ..	,, 4-4 ,,	Rs. 4-4 Ready
,, ,, Red ,, ..	,, 3-15-6 ,,	,, 3-15 ,,
,, Hard Red Khatha ,, ..	,, 4-0 ,,	,, 4-0 ,,
,, Nagpore Khathi ,, ..	,, 4-1-6 ,,	,, 4-0-6 ,,
Opium, (Malwa) per chest, Old... ...	,, 1,300 ,,	,, 1,315 ,,
,, ,, ,, New ..	,, 1,275 ,,	,, 1,275 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	....	.....
,, ,, ,, Suez Canal, (per ton 40 feet)	£1-2-6	£1-2-6
,, Seeds and Wheat... ...	£1-2-0	£1-2-0
London—M'ment cargo, P. & O. Co. ..	£1-3-9	£1-3-9
,, Seeds & Wheat ,, ,, ..	£1-2-6	£1-2-6
,, M'ment cargo, Via Canal..	.....	....
,, Seeds and Wheat ,, ...	....	....
Havre—M'ment cargo ,, ..	.....	.....
,, Seeds and Wheat ,, ...	.....	.....
Antwerp—M'ment cargo ,, ..	£1-2-6	£1-3-9
,, Seeds and Wheat ,, ..	£1-2-0	£1-2-6
Hull ,, ..	...	.....
Dunkirk ,, ..	£1-3-0	£1-2-6
Trieste & Venice—M'ment cargo,, ...	£1-15-0 at 2s. Ex.	£1-15-0 at 2s. Ex.
,, ,, Seeds & Wheat ,, ..	....	.....
Marseilles and Genoa—M'ment cargo, Via Canal..	£1-1-3	£1-2-6
,, ,, Seeds & Wheat ,, ..	£1-1-3	£1-2-0
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	,, 25	,, 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 26th August.	Week ending 2nd September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 7/12d.	1s. 4¼d.
„ „ Sight	1s. 4¼d.	1s. 4 9/32d.
„ „ 3 m'ths' „	1s. 4 11/32d.	1s. 4 13/32d.
„ „ 4 „ „	1s. 4⅜d.	1s. 4 7/16d.
„ „ 6 „ „	1s. 4 7/16d.	1s. 4 17/32d.
First-class Credits... 3 „ „	1s. 4 7/16d.	1s. 4 17/32d.
„ „ ... 6 „ „	1s. 4 19/32d.	1s. 4 11/16d.
Documents ... 3 „ „	1s. 4 15/32d.	1s. 4 9/16d.
„ ... 6 „ „	1s. 4⅜d.	1s. 4 23/32d.
Paris Francs Mer'tile Bills 3 „ „	1·73¼	1·74½
„ 6 „ „	1·74½	1·76
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight	221½	221
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-12	Rs. 23-10-6
Sovereigns	„ 14-15	„ 14-14-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills..	6 per cent.	6 per cent..
„ of Interest on Demand Loans on Govt. Securities.	5 „	5 „
Rate of Discount in the open Market on Govt. Securities ...	5 „	5 „
Money Market	Firm.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99 5/16	Rs. 98 13/16
Four-and-a-half per cents. ...	„ 103¼	„ 103 Nominal.
IMPORTS.		
Piece Goods— Market	Quiet, but steady.	Moderate demand in the Bazar.
7 lbs. 37-39in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼lbs. „ „ „ ...	„ 3-3 to 5-4	„ 3-3 to 5-4
3lbs. 30-32in. Madapollams. „ ...	„ 1-4 to 1-8	„ 1-4 to 1-8
No. 40s Mule Twist (per lb.) ...	As. 8¾ to 9¼	As. 8¾ to 9¼
No. 30s Water „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, (in bundles) per cwt.	Rs. 38¾ ready; 39½ to arrive.	Rs. 38¾ rdy.; 39½ to arrive.
Yellow Metal, (in cases) per cwt.	Rs. 36-10 ready; Rs. 37 to arrive.	Rs. 36-10 ready; 37 to arrive.
Welsh Bar Iron, (per candy of 746¼ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal (per ton) alongside.	Rs. 19 rdy.; 19 forwd.	Rs. 19 rdy.; 19 forwd.
Welsh Hartley Coal, (per ton) „	„ 17 „ 17 „	„ 18 „ 18 „
Cardiff Coal, „ „	„ 21 „ 21½ „	„ 21½ „ 21½ „
EXPORTS.		
Cotton— Market [per candy.	Steady.	Steady.
Broach, ... Fine...	Rs. 250 March 1890	Rs. 250 March 1890
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 235 March 1890	„ 235 March 1890
Hingunghaut, ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 26th August.	Week ending 2nd September.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 228 Ready Nomi.	Rs. 228 Ready Nomi.
" " Good...	" 220 " "	Rs. 220 " "
" " F.G.F.	" 215 " "	" 215 " "
Khandeish ... ... Fine...	.....	.....
" ... ... F.G....	Rs. 219 " "	Rs. 219 " "
" ... ... Good...	" 214 " "	" 214 " "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 220 " "	Rs. 220 " "
" ... ... F.G....	" 216 " "	" 216 " "
" ... ... Good...	" 209 " "	" 209 " "
Dhollera, ... Fine...	.....	.....
" ... ... F.G....	Rs. 226 " "	Rs. 226 " "
" ... ... Good...	" 214 " "	" 214 " "
" ... ... F.G.F.	" 208 " "	" 208 " "
Bengals, ... Fine...	" 201 ; December	Rs. 200 Dec.
" ... ... F.G....	" 209 Ready Nomi.	Rs. 209 Ready "
" ... ... Good...	" 202 " "	" 202 " "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	Rs. 218 Ready Nomi.	Rs. 218 " "
" " ... F.G.F.	.....	.....
Westerns, ... Good ..	Rs. 216 " "	Rs. 216 " "
" .. .. F.G.F...	.....	.....
Gingelly Seed, White (per cwt.)...	....	Rs. 7-14 Fwd.
" Mixed " ..	....	" 7-6 do.
Linseed, Bold " ..	Rs. 7-7 Ready	Rs. 7-6-6 Ready
" Small Seed " ..	" 7-6 "	" 7-5-6 "
Rapeseed, Gujerat Yellow " ...	" 8-10 "	" 8-10 "
" Brown Delhi " ..	" 8-1 "	" 7-12-6 "
" Yellow Cawnpore " ..	" 8-4 "	" 8-2-6 "
Poppy Seed " ..	" 8-6-6 "	" 8-3 "
Groundnuts " ..	" 6-13-6 "	" 6-13 6 "
Wheat, White Pessy " ...	" 4-8-3 "	" 4-5 to 4-6 "
" Khabri Pessy " ..	.... "	...
" Ahmedabad (Soft Red) " ..	Rs. 4-5 "	" 4-5 "
" Laskari " ..	" 4-6 "	" 4-6 "
" Hard Yellow " ..	" 4-7 to 4-8 "	" 4-7 to 4-8 "
" Khandwa " ...	" 4-10 "	" 4-10 "
" Delhi No. 1 White Pessy " ..	" 4-3 "	" 4-1-6 "
" " Red " ..	" 3-13-6 "	" 3-14-6 "
" Hard Red Khatha " ..	" 4-0 "	" 4 "
" Nagpore Khathi " ..	" 4-1-6 "	" 3-15 "
Opium, (Malwa) per chest, Old ..	" 1,325 "	" 1,325 "
" " " New ...	" 1,285 "	" 1,300 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	.....	.....
" " " Suez Canal (per ton of 40 feet).	£1-5-0	£1-2-6
" Seeds and Wheat	£1-3-9	£1-2-0
London—M'ment cargo P. & O. Co. ...	£1 -0	£1-5-0
" Seeds & Wheat " " ...	£1 3-9	£1-2-6
" M'ment cargo, Via Canal ..	£1-5-0	£1-5-0
" Seeds and Wheat " ...	£1-3-0	£1-1-3
Havre—M'ment cargo " ..	.....	.....
" Seeds & Wheat " ..	.....	.....
Antwerp—M'ment cargo " ..	.....	.....
" Seeds & Wheat " ..	.....	.....
Hull " ...	.....	.....
Dunkirk " ..	£1-5-6	£1-3-0
Trieste & Venice—M'ment cargo " ..	£1-15-0 at 2s Ex.	£1-15-0 at 2s Ex.
" Seeds & Wheat " ..	....	.....
Marseilles and Genoa—M'ment cargo, Via Canal..	£1-2-6	£1-1-6
" " Seeds & Wheat " ..	.....	.....
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 40.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 9th September.	Ten days ending 19th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4¼d.	1s. 4 5/16d
„ „ Sight	1s. 4 9/32d.	1s. 4 11/32d.
„ „ 3 m'ths' „	1s. 4 13/32d.	1s. 4 15/32d.
„ „ 4 „ „	1s. 4 7/16d.	1s. 4½d.
„ „ 6 „ „	1s. 4 9/16d.	1s. 4 19/32d.
First-class Credits ... 3 „ „	1s. 4 9/16d.	1s. 4 9/16d.
„ „ 6 „ „	1s. 4 23/32d.	1s. 4 23/32d.
Documents ... ... 3 „ „	1s. 4 19/32d.	1s. 4 19/32d.
„ 6 „ „	1s. 4¾d.	1s. 4¾d.
Paris Francs Mercantile Bills... 3 „ „	1·74½	1·74½
„ ... 6 „ „	1·76	1·76
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16
On China Mer'tile Bills, 60 days' Sight.	221½	221½
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-10	Rs. 23-10
Sovereigns...	„ 14-14-9	„ 14-13-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4½ „	5 „
Rate of Discount in the open Market on Govt. Securities ...	4½ „	4½ „
Money Market	Steady.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98¼	Rs. 98 11/16
Four-and-a-half per cents. ...	„ 102¾	„ 102½
IMPORTS.		
Piece Goods— Market	Quiet, but steady.	Quiet, but steady.
7lbs. 37-39in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼ lbs. „ „ „ ...	„ 3-3 to 5-4	„ 3-3 to 5-4
3lbs. 30 32in. Madapollams „ ...	„ 1-4 to 1-8	„ 1-4 to 1-8
No. 40s Mule Twist, per lb. ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s Water „ „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, (in bundles) per cwt	Rs. 38¾ ready; 39½ to arrive.	Rs. 39 ready; 39 to arrive.
Yellow Metal, (in cases) „	„ 36-10 rdy; 37 to arrive.	„ 37 ready; 37½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 19 ready; 19½ fwd.	Rs. 19 ready; 19 fwd.
Welsh Hartley Coal, (per ton) „	„ 17 „ 17½ „	„ 17½ „ 17⅓ „
Cardiff Coal, „ „	„ 21½ „ 22 „	„ 21⅓ „ 21½ „
EXPORTS.		
Cotton— Market (per candy.	Steady.	Steady.
Broach, ... Fine...	Rs. 250 March 1890	Rs. 245 March 1890.
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	Rs. 235 March 1890	Rs. 231 March 1890.
Hinguughaut, ... Good...	.....	.....
„ ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 9th September.	Ten days ending 19th September.
EXPORTS.—*contd.*		
COTTON— [Per candy.		
Oomrawuttee, Good staple, Fine.	.....	.....
,, ,, F.G....	Rs. 228 Ready	.....
,, ,, Good...	,, 220 ,,	Rs. 210 Feb.-March 1890
,, ,, F.G.F.	,, 215 ,,	.....
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 219 Ready	.....
,, ... Good...	,, 214 ,,	.....
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 220 Ready	Rs. 211 Jany-Feby 1890
,, ... F.G....	,, 216 ,,	.....
,, ... Good...	,, 209 ,,	.....
Dhollera, ... Fine...	.....	.....
,, ... F.G....	,, 226 Ready	Rs. 216 April-May 1890
,, ... Good...	,, 214 ,,	,, 207 ,, ,,
,, ... F.G.F.	,, 208 ,,	.....
Bengals, ... Fine...	,, 202 December	Rs. 208 November
,, ... F.G....	,, 209 Ready	,, 197 ,,
,, ... Good...	,, 202 ,,	,, 188 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	,, 218 ,,	.....
,, ,, ... F.G.F.	.....	.....
Westerns, .. Good..	Rs. 216 Ready.	....
,, .. F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)..	Rs. 8-1 Forward	Rs. 8-1 Forward
,, Mixed ,, ...	,, 7-6 ,,	,, 7-8 ,,
Linseed, Bold ,, ..	,, 7-6 Ready	,, 7-2-6 Ready
,, Small Seed ,, ..	,, 7-5 ,,	.....
Rapeseed, Gujerat Yellow ,, ..	,, 8-10 ,,	Rs. 8-5 Ready
,, Brown Delhi ,, ..	,, 7-13-6 ,,	,, 7-14-6 ,,
,, Yellow Cawnpore ,, ..	,, 6-2 ,,	,, 8-1 ,,
Poppy Seed ,, ...	,, 8-1 ,,	,, 7-3-6 ,,
Groundnuts ,, ..	,, 7-1 ,,	,, 6-12 ,,
Wheat, White Pessy ,, ..	,, 4-4 ,,	,, 4-1-6 ,,
,, Khabri Pessy ,, ..	.....	.....
,, Ahmedabad (Soft Red),, ...	Rs. 4-2 ,,	Rs. 3-15-6 ,,
,, Laskari ,, ...	,, 4-1-6 ,,	,, 3-15 to 1 ,,
,, Hard Yellow ,, ...	,, 4-5-6 to 4-6-6 Ready	,, 4-1-6 to 4-2-6,,
,, Khandwa ,, ..	,, 4-10 Ready	,, 4-6-6 ,,
,, DelhiNo 1 WhitePessy,, ..	,, 4-0 ,,	,, 4 ,,
,, ,, Red ,, ..	,, 3-12 ,,	,, 3-12 ,,
,, Hard Red Khatha ,, ..	,, 4-0 ,,	,, 3-15 ,,
,, Nagpore Khathi ,, ..	,, 3-13 ,,	,, 3-12 ,,
Opium, (Malwa) per chest, Old ..	,, 1,310 ,,	,, 1,320 ,,
,, ,, ,, New ..	,, 1,300 ,,	,, 1,280 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	.. ..	.....
,, ,, ,, Suez Canal, per ton of 40 feet).	£1-1-3	£1-3-9
,, Seeds & Wheat.. ...	£1-1-9	£1-2-6
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-3-9
,, Seeds & Wheat ,, ..	£1-3-9	£1-0-9
,, M'ment cargo, Via Canal...	.....	....
,, Seeds and Wheat ,, ..	.....	....
Havre—M'ment cargo ,, ...	....	....
,, Seeds and Wheat ,, ..	.....	....
Antwerp—M'ment cargo ,, ..	.....	.....
,, Seeds & Wheat ,, ..	.....	.....
Hull ,, ..	....	.....
Dunkirk ,, ..	....	£1-2-6
Trieste & Venice—M't. cargo,, ..	£1-15 } at 2s. Ex.	£1-17-6 at 2s. Ex.
,, ,, Seeds & Wheat,, ..	£1-15 }	.....
Marseilles and Genoa—M't. cargo Via Canal.	£1-1-6	....
,, Seeds & Wheat ,, ..	£1-1-6	....
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	,, 25	,, 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com.

Quotations.	Week ending 26th September.	Week ending 3rd October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4⅜d.	1s. 4 5/16d.
„ „ Sight	1s. 4 13/32d.	1s. 4 11/32d.
„ „ 3 m'ths' „	1s. 4⅜d.	1s. 4 15/32d.
„ „ 4 „ „	1s. 4 17/32d.	1s. 4 17/32d. Nominal.
„ „ 6 „ „	1s. 4⅝d.	1s. 4 21/32d.
First class Credits... 3 „ „	1s. 4 19/32 to ⅝ d.	1s. 4 19/32d.
„ „ ... 6 „ „	1s. 4 25/32d.	1s. 4 25/32d.
Documents ... 3 „ „	1s. 4⅝ to 21/32d.	1s. 4⅝
„ ... ... 6 „ „	1s. 4 13/16d.	1s. 4 13/16d.
Paris Francs Mercantile Bills... 3 „ „	1·75¼	1·75
„ „ 6 „ „	1·76¾	1·77
On Calcutta Bank Telegraphic Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	221½	221½
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-9-0	Rs. 23-9-0
Sovereigns	„ 14-12-6	„ 14-12-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	6 per cent.	5 to 6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	4 „	3 to 4 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cent.	Rs. 98¾	Rs. 99
Four-and-a-half per cents ...	„ 102½	„ 102½
IMPORTS.		
Piece Goods— Market	Quiet, at steady Rates.	Moderate demand at steady rates.
7lbs 37-39in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼lbs. „ „ „ ...	„ 3-3 to 5-4	„ 3-3 to 5-4
3lbs. 30-32 in. Madapollams „ ...	„ 1-4 to 1-8	„ 1-4 to 1-8
No. 40s. Mule Twist, per lb. ...	As. 8¾ to 9¾	As. 8⅞ to 9⅞
No. 30s. Water, „ „ ...	„ 8⅛ to 9⅛	„ 8⅜ to 9⅜
Copper Braziers, (in bundles) per cwt.	Rs. 39 ready; 39 to arrive.	Rs. 39½ ready; 39½ to arrive
Yellow Metal, (in cases) per cwt	Rs. 37 ready; 37¼ to arrive.	„ 38¾ „ ; 38½ „
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton)...	Rs. 19 rdy.; 19½ forwd.	Rs. 19¾ rdy. 19½ forwd.
Welsh Hartley Coal, „ „ ...	„ 18 „ 19 „	„ 18 „ 17½ „
Cardiff Coal, „ „ ...	„ 21½ „ 22 „	„ 21¾ „ 21½ „
EXPORTS.		
Cotton— Market per candy.	Steady.	Steady.
Broach, ... Fine...	Rs. 245 March 1890	Rs. 245 March 1890
Do. ... ... F.G....	.....	„ 236 „ „
Do. ... ... Good...	Rs. 231 March 1890	„ 231 „ „
Hingunghaut ... ... Good...	.....	.....
Do. ... ... F.G....	„ 240 February 1890	„ 236 January „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

QUOTATIONS.	Week ending 26th September.	Week ending 3rd October.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 217 March 1890	Rs. 216 March 1890.
" " Good...	" 210 " "	" 210 " "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 212 March 1890	Rs. 212 Feb.-Mar. 1980.
" ... ... Good...	.....	" 204 " "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 210 Jan.-Feb. 1890	Rs. 207 Jan.-Feb. 1890.
" ... ... F.G....	" 203 " "	" 200 " "
" ... ... Good...	" 200 " "	" 195 " Noml.
Dhollera, ... Fine...	" 225 April May 1890	" 225 Apl.-May 1890.
" ... ... F.G....	" 215 " "	" 215 " "
" ... ... Good...	" 205 " "	" 205 " "
" ... ... F.G.F.	.....	.....
Bengals ... ... Fine...	Rs. 198 Dec.; 196 Jan.	Rs. 198 Dec.; 195 Jan.
" ... ... F.G....	" 186 " ; 184 "	" 184 " ; 182 "
" ... ... Good...	" 179 " ; 177 "	" 178 " ; 176 "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.) ... Good...	.....	.....
" " ... F.G.F.	.....	.....
Westerns, ... Good	....	.....
" ... . F.G.F.	....	.....
Gingelly Seed, White (per cwt.)..	Rs. 8-8 Ready	....
" Mixed " ..	" 7-7 Forward	....
Linseed, Bold " ..	" 7-4 6 Ready	Rs. 7-4 Ready
" Small Seed " ..	.....	" 6-6 Forward
Rapeseed, Gujerat Yellow " ..	Rs. 8-5-6 Ready	" 8-4 Ready
" Brown Delhi " ..	" 8-1 "	" 7-13 "
" Yellow Cawnpore " ...	" 8-2 "	" 8-1 "
Poppy Seed " ...	" 7-10-6 "	" 7-7 "
Groundnuts " ...	" 6-11 "	" 6-7-6 "
Wheat, White Pessy " ..	" 4-7-6 "	" 4-7-6 "
" Khabri Pessy " ...	....	....
" Ahmedabad (soft Red)," ...	Rs. 4-6 "	Rs. 4-2 "
" Laskari " ..	" 4-0 "	" 4-0 "
" Hard Yellow " ...	" 4-1 to 4-3 Ready	" 4-2 "
" Khandwa " ...	" 4-6 "	....
" DelhiNo.1 WhitePessy," ..	" 4-2 "	Rs. 4-4 "
" " Red " ..	" 3-14-6 "	" 3-15 "
" Hard Red Khatha " ..	" 3-11-6 "	" 3-11 "
" Nagpore Kahthi " ..	" 3-15-0 "	" 3-15 "
Opium, (Malwa) per chest, Old ..	" 1,310 "	" 1,315 "
" " " New ..	" 1,265 "	" 1,260 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton 50 feet).	....	.....
" " " Suez Canal, (per ton of 40 feet).	£1-2-6	£1-2-6
" Seeds & Wheat...	£1-2-9	£1-1-3
London—M'ment cargo, P & O. Co.	£1-2-6	£1-2-6
" Seeds & Wheat " ..	£1-0-0	£1-1-3
" M'ment cargo, Via Canal..	£1-2-6	£1-2-6
" Seeds and Wheat " ..	£1-0-0	£1-1-3
Havre—M'ment cargo " ...	.....	£1-3-9
" Seeds and Wheat " ..	.....	....
Antwerp—M'ment cargo " ..	.....	£1-2-6
" Seeds and Wheat " ..	.....	£1-2-0
Hull " ..	.....	....
Dunkirk " ..	.....	£1-2-0
Trieste & Venice—M't. cargo," ..	£1-17-6 at 2s. Ex.	£1-17-6 at 2s. Ex.
" " Seeds & Wheat " ..	.....	.....
Marseilles and Genoa—M't. cargo Via Canal.	£1-1-3	£1-0-6
" Seeds & Wheat " ..	.....	....
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 10th October.	Week ending 17th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 11/32d.	1s. 4 7/16d.
„ „ Sight	1s. 4 ⅜d.	1s. 4 15/32d.
„ „ 3 m'ths' „	1s. 4 ½d.	1s. 4 19/32d.
„ „ 4 „ „	1s. 4 9/16d.	1s. 4⅝d.
„ „ 6 „ „	1s. 4 11/16d.	1s. 4¾d.
First-cass Credits... 3 „ „	1s. 4 ⅜d.	1s. 4 23/32d.
„ „ ... 6 „ „	1s. 4 13/16d	1s. 4 29/32d.
Documents ... 3 „ „	1s. 4 21/32d.	1s. 4⅞d.
„ ... ... 6 „ „	1s. 4 27/32d.	1s. 4 15/16d.
Paris Francs Mercantile Bills... 3 „ „	1·75¼	1·76¼
„ „ 6 „ „	1·77	1·78
On Calcutta Bank Telegraphic Transfor...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	221½	222
Eng. Bar. Gold, 100 touch (per tola).	Rs. 23-8-9	Rs. 23-7
Sovereigns	„ 14-12-6	„ 14-12
RATES OF DISCOUNTS.		
Bank Rate of Discount on Private Bills...	6 per cent.	5 per cent.
„ of Interest on Demand.		
Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	3 „	2½ to 3 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99¼	Rs. 99⅛
Four-and-a-half per cents. ...	„ 102½	„ 103
IMPORTS.		
Piece Goods— Market	Moderate demand; rates Steady.	Moderate demand at previous rates.
7lbs 37-39in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼lbs. „ „ „ ...	„ 3-3 to 5-4	„ 3-3 to 5-4
3lbs. 30-32in. Madapollams „ ...	„ 1-4 to 1-8	„ 1-4 to 1-8
No. 40s. Mule Twist, per lb. ...	As. 8⅞ to 9⅞	As. 9 to 10
No. 30s Water, „ „ ...	„ 8⅞ to 9⅞	„ 8⅞ to 9⅝
Copper (Braziers,) (in bundles) per cwt.	Rs. 39¼ ready; 39½ to arrive	Rs. 39¼ ready; 39½ to arrive.
Yellow Metal (in cases) per cwt.	„ 38-14 „ 38-14 to arrive	„ 39-⅛ ready; 39 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 29	Rs. 28 to 29
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton alongside).	„ 19½ ready 19½ fwd.	Rs. 19½ ready; 19½ Fwd.
Welsh Hartley Coal, (per ton) ...	„ 18 „ 18 „	„ 18 „ 17½ „
Cardiff Coal, (per ton) ...	„ 21½ „ 21½ „	„ 21½ „ 21¼ „
EXPORTS.		
Cotton— Market	Steady.	Quiet.
[per candy.		
Broach, ... Fine...	Rs. 245 March 1890.	Rs. 244 March 1890.
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	„ 230 March 1890.	Rs. 230 March 1890.
Hingunghaut ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 10th October.	Week ending 17th October.
EXPORTS—*contd.*		
COTTON—		
Oomrawuttee, Good staple Fine.	.....	.....
,, ,, F.G....	Rs. 215 March 1890	Rs. 215 March 1890.
,, ,, Good...	,, 208 ,, ,,	,, 208 ,, ,,
,, ,, F.G.F..	.....	.....
Khandeish, ... Fine...	.....	.....
,, ... F.G....	.....	Rs. 208 March 1890.
,, ... Good..	.....	,, 203 ,, ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 207 Jan.-Feb. 1890	.....
,, ... F.G....	,, 200 ,, ,,	Rs. 200 Feb.-Mar. 1890.
,, ... Good..	,, 196 ,, ,,	,, 195 ,, ,,
Dhollera, ... Fine...	,, 223 April-May ,,	,, 224 April-May ,,
,, ... F.G....	,, 215 ,, ,,	,, 214 ,, ,,
,, ... Good..	,, 205 ,, ,,	,, 204 ,, ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine ..	Rs. 196 January 1890	Rs. 197 Dec; to 195 Jan.
,, ... F.G....	,, 183½ ,, ,,	,, 185 ,, 183 ,,
,, ... Good..	,, 177 ,, ,,	,, 178 ,, 176 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G), ... Good..	Rs. 215 May 1890	Rs. 215 Apl.-May 1890.
,, ,, ... F.G.F.	.....	.....
Westerne, ... Good..	.....	.....
,, ... F.G.F.	.. ..	.....
Gingelly Seed, White (per cwt.)..	Rs. 8-7 Ready	Rs. 8-8 Ready
,, Mixed ,, ...	....	,, 7-8 Forward
Linseed, Bold ,, ..	Rs. 7-1-6 ,,	,, 7-1 Ready
,, Small Seed ,, ..	,, 6-7 Forward	,, 7-0 ,,
Rapeseed, Gujerat Yellow ,, ..	,, 8-3 Ready	,, 8-4 ,,
,, Brown Delhi ,, ..	,, 7-13-6 ,,	,, 7-13 ,,
,, Yellow Cawnpore ,, ..	,, 8-1 ,,	,, 8-0 ,,
Poppy Seed ,, ..	,, 7-8 ,,	,, 7-3-6 ,,
Groundnuts ,, ..	,, 6-6 ,,	,, 6-1 ,,
Wheat, White Pessy ,, ...	,, 4-8 ,,	,, 4-8-6 ,,
,, Khabri Pessy ,, ...	....	....
,, Ahmedabad (Soft Red), ..	Rs. 4-2 ,,	Rs. 4-3 ,,
,, Laskari ,, ...	,, 4 to 4-1 Ready	,, 4-2 ,,
,, Hard Yellow ,, ..	,, 4-2 to 4-4 ,,	,, 4-2 to 4-3 Ready
,, Khandwa ,, ..	,, 4-7 Ready	,, 4-6 ,,
,, Delhi No. 1 White Pessy,, ..	,, 4-4-6 ,,	,, 4-5 ,,
,, ,, Red ,, ..	,, 3-15 ,,	,, 3-15-6 ,,
,, Hard Red Khatha ,, ..	,, 3-11 ,,	,, 3-10 ,,
,, Nagpore Khathi ,, ...	,, 4-0-6 ,,	,, 4-0-6 ,,
Opium, (Malwa) per chest, Old ...	,, 1,325 ,,	,, 1,325
,, ,, ,, New ...	,, 1,280 ,,	,, 1,270 to 1,280
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton of 50 feet).	.....	.....
,, ,, ,, Suez Canal, (per ton of 40 feet).	£1-2-6	£1-2-6
,, Seeds & Wheat.. ...	£1-1-6	£1-1-6
London—M'ment cargo, P. & O. Co.	£1-2-6	£1-0-0
,, Seeds & Wheat ,, ..	£1-1-3	£0-17-6
,, M'ment cargo Via Canal..	£1-2-6	....
,, Seeds and Wheat ,, ..	£1-1-3	....
Havre—M'ment cargo ,, ..	£1-3-0	....
,, Seeds and Wheat ,, ..	£1-2-0	....
Antwerp—M'ment cargo ,, ..	£1-2-0	£1-2-6
,, Seeds and Wheat,, ..	£1-1-6	£1-2-0
Hull ,, ...	....	....
Dunkirk ,, ...	....	....
Trieste & Venice—M't. cargo,, ..	£2 at 2s. Ex.	£2-0 at 2s. Ex.
,, ,, Seeds & Wheat,, ..	.....	....
Marseilles and Genoa—M't. cargo Via Canal.	£1-0-0	£1-2-6-0
,, Seeds & Wheat ,, ..	....	£1-1-6-0
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	,, 25	,, 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 23rd October.	Week ending 31st October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 15/32d.	1s. 4⅛d.
„ „ Sight	1s. 4½d.	1s. 4 21/32d.
„ „ 3 m'ths' „	1s. 4⅝d.	1s. 4 25/32d.
„ „ 4 „ „	1s. 4 21/32d.	1s. 4 13/16d.
„ „ 6 „ „	1s. 4 25/32d.	1s. 4 15/16d.
First class Credits... 3 „ „	1s. 4¾d.	1s. 4⅞d.
„ „ ... 6 „ „	1s. 4 29/32d.	1s. 5 1/32d.
Documents ... 3 „ „	1s. 4 25/32d.	1s. 4 29/32d.
„ ... ... 6 „ „	1s. 4 15/16d.	1s. 5 1/16d.
Paris Francs Mercantile Bills... 3 „ „	1·76¼	1·78
„ „ 6 „ „	1·78	1·79½
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16
On China Mer'tile Bills, 60 days' Sight	222½	223
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-6-6	Rs. 23-3-6 Nominal.
Sovereigns	„ 14-11-9	„ 14-8-6
RATES OF DISCOUNT.		
Bank Rate of Discount on private Bills...	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2½ „	2 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99 5/16	Rs. 99⅜
Four-and-a-half per cents. ...	„ 103	„ 103
IMPORTS.		
Piece Goods— Market	Moderate demand.	Fair demand at steady rates
7lbs 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼lbs. „ „ „ ...	„ 3-3 to 5-4	„ 3-3 to 5-4
3lbs. 30-32in. Madapollams „ ...	„ 1-4 to 1-8	„ 1-4 to 1-8
No. 40s. Mule Twist, per lb. ...	As. 9 to 10	As. 9 to 10
No. 30s. Water, „ „ ...	„ 8⅞ to 9⅛	„ 8⅞ to 9⅛
Copper Braziers, (in bundles) (per cwt.)	Rs. 39 ready; 39½ to arrive.	Rs. 38-10 rdy; 38-12 to arrive.
Yellow Metal, (in cases) (per cwt.)	„ 38½ ready; 38½ to arrive.	„ 38-8 rdy; 38-6 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 28 to 29	„ 28 to 29
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton alongside)	„ 19¾ ready; 19½ fwd.	„ 19 ready 19 forward
Welsh Hartley Coal, (per ton) ...	„ 18½ „ 18 „	„ 17½ „ 17½ „
Cardiff Coal, (per ton) ...	„ 21½ „ 21½ „	„ 21 „ 21 „
EXPORTS.		
Cotton— Market	Quiet with downward tendency.	Very quiet; little doing.
[per candy		
Broach, ... Fine...	Rs. 240 March 1890.	Rs. 239 March 1890.
Do. ... ... F.G. ..	.....	„ 233 „ „
Do. ... ... Good..	„ 239 March 1890.	„ 228 „ „
Hinganghaut ... ... Good..	.....	.....
Do. ... ... Fine...	„ 240 December-Jan.	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 23rd October.	Week ending 31st October.
EXPORTS—*contd.*		
COTTON—		
Oomrawuttee, Good staple, Fine.	.....	.....
,, ,, F.G....	Rs. 214 Feb.-Mar. 1890.	Rs. 214 March 1890.
,, ,, Good..	,, 207 ,, 1890.	,, 206 ,, ,,
,, ,, F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 209 Feb.-Mar. 1890.	Rs. 205 March 1890.
,, ... Good..	,, 203 ,, 1890.	,, 198 ,, ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 205 Jan.-Feb. 1890.	Rs. 200 February 1890.
,, ... F.G....	,, 200 ,, ,,	,, 197 ,, ,,
,, ... Good..	,, 195 ,, ,,	,, 190 ,, ,,
Dhollera, ... Fine...	,, 222 Apl.-May ,,	,, 221 April-May 1890.
,, ... F.G....	,, 212 ,, ,,	,, 211 ,, ,,
,, ... Good..	,, 202 ,, ,,	,, 202 ,, ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	,, 194 January	Rs. 195 Nov; 193 Jan. 1890.
,, ... F.G....	,, 181 ,,	,, 183 ,, 180 ,, ,,
,, ... Good..	,, 175 ,,	,, 177 ,, 174 ,, ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	,, 214 April-May 1890.	Rs. 210 May 1890.
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good..	....	.....
,, ... F.G.F.	....	....
Gingelly Seed, White (per cwt,)..	Rs. 8-8 (Ready.)	Rs. 8-1-6 Ready
,, Mixed ,, ..	,, 7-8 Forward Normal.	.....
Linseed, Bold ,, ..	,, 7 Ready.	Rs. 7-0 ,,
,, Small Seed ,, ..	,, 6-7 Forward.	,, 6-15 ,,
Rapeseed, Gujerat Yellow ,, ..	,, 8-2 Ready.	,, 8-5 ,,
,, Brown Delhi ,, ...	,, 7-11-6 ,,	,, 7-12 ,,
,, Yellow Cawnpore ,, ..	,, 8-1 ,,	,, 8-1 ,,
Poppy Seed ,, ..	,, 7-7 ,,	,, 7-7 ,,
Groundnuts ,, ..	,, 5-14 ,,	,, 6-0 ,,
Wheat, White Pessy ,, ...	,, 4-8 ,,	,, 4-7-6 ,,
,, Khabri ,, ,, ..	,, ... ,,	.....
,, Ahmedabad (Soft Red) ,, ...	,, 4-2 ,,	.....
,, Laskari ,, ..	,, 4-1 ,,	Rs. 4-2 Ready
,, Hard Yellow ,, ..	,, 4-2 to 4-3 ,,	,, 4-2 to 4-3 ,,
,, Khandwa ,, ..	,, 4-6 ,,	,, 4-7 ,,
,, DelhiNo.1WhitePessy,, ..	,, 4-4 ,,	,, 4-3-6 ,,
,, ,, Red ,, ..	,, 3-15 ,,	,, 3-15-6 ,,
,, Hard Red Khatha ,, ...	,, 3-10 ,,	,, 3-10 ,,
,, Nagpore Khathi ,, ..	,, 4-0 ,,	,, 3-15-6 ,,
Opium, (Malwa) per chest, Old ..	,, 1,330 ,,	,, 1,330 ,,
,, ,, ,, New ..	,, 1,272 ,,	,, 1,272 ,,
	(Ready)	(Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet).	.....	....
,, ,, ,, Suez Canal, (per ton of 40 feet).	£1-2-6	£1-1-3
,, Seeds & Wheat.. ...	£1-1-9	£0-19
London—M'ment cargo, P. & O. Co.	£1-2-6	£1-2-6
,, Seeds & Wheat ,, ..	£1	£1-0
,, M'ment cargo, Via Canal..	....	£1-2
,, Seeds and Wheat ,, ..	.....	£1-1
Havre—M'ment cargo ,, ...	.....	.....
,, Seeds and Wheat ,, ..	.....	....
Antwerp—M'ment cargo ,, ..	£1-2-6	£1-1-3
,, Seeds and Wheat ,, ..	£1-2	£1-0-6
Hull ,, ..	£1-2-6	....
Dunkirk ,, ..	.....	....
Trieste & Venice—M't. cargo,, ...	£2 at 2s. Ex.	£2-0 at 2s. Ex.
,, ,, Seed & Wheat ,, ..	£1-15 at 2s. Ex.	....
Marseilles and Genoa—M't. cargo Via Canal.	£1-2	£1-1-6
,, ,, Seeds & Wheat ,, ..	.....	£1-0-6
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	,, 35	,, 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 7th November.	Week ending 14th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 11/16d.	1s. 4 21/32d.
" " Sight.	1s. 4 23/32d.	1s. 4 11/16d.
" " 3m'ths' "	1s. 4 27/32d.	1s. 4 13/16d.
" " 4 " "	1s. 4¾d.	1s. 4 27/32d.
" " 6 " "	1s. 5d.	1s. 4 31/32d.
First class Credits... 3 " "	1s. 4 15/16d.	1s. 4 29/32d.
" " 6 " "	1s. 5 3/32d.	1s. 5 1/16d.
Documents " 3 " "	1s. 4 31/32d.	1s. 4 15/16d.
" " 6 " "	1s. 5⅛d.	1s. 5 3/32d.
Paris Francs Mercantile Bills... 3 " "	1·78¾	1·78½
" " 6 " "	1·80	1·80
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16d.
On China Mer'tile Bills, 60 days' Sight.	224	225
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-1-0	Rs. 23-3-0 Ready
Sovereigns	" 14-9-0	" 14-10-3
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	4 per cent.	3 per cent.
" of Interest on Demand Loans on Govt. Securities.	3 "	2½ "
Rate of Discount in the Open Market on Govt. Securities ...	3 "	2½ "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99¼	Rs. 99.
Four-and-a-half per cents. ...	" 103½	" 102⅝
IMPORTS.		
Piece Goods— Market	Moderate demand at steady rates.	Moderate demand; rates Firm.
7lbs 37-39in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼lbs. " " " ...	" 3-3 to 5-4	" 3-3 to 5-4
3bls. 30-32in. Madapollams " ...	" 1-4 to 1-8	" 1-4 to 1-8
No. 40s. Mule Twist, per lb. ...	As. 9 to 10	As. 9 to 10
No. 30s. Water, " " ...	" 8⅝ to 9⅝	" 8⅝ to 9⅝
Copper Braziers, (in bundles) per cwt.	Rs. 38½ rdy.; 38½ to arrive.	Rs. 37-14 rdy; 38 to arrive..
Yelow Metal, (in cases) per cwt..	" 38 ready; 38½ to arrive.	" 37-14 rdy; 38 to arrive
Welsh Bar Iron, (per candy of 746½ lbs.).	Rs. 28 to 29	" 28 to 29
Staffordshire Bar Iron, " " ...	" 29 to 30	" 29 to 30
Swedish Bar Iron, " " ...	" 41 to 42	" 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	" 18½ rdy.; 18½ forwd.	Rs. 18 rdy.; 18 forwd.
Welsh Hartley Coal, (per ton) ...	" 17 " 17 "	" 17 " 17 "
Cardiff Coal, (per ton) ...	" 21 " 20½ "	" 21 " 21 "
EXPORTS.		
Cotton— Market	Steady.	Quiet.
[per candy.		
Broach, ... Fine...	Rs. 242 Feb.-Mar. 1890	Rs. 242 March 1890
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	" 229 Feb.-Mar. 1890	" 230 March 1890
Hingunghaut ... ... Good..	.....	.....
Do. ... ... Fine...	" 210 Jan.-Feb. 1890	.....

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 7th November.	Week ending 14th November.
EXPORTS—*contd.*		
Cotton—		
Oomrawuttee, Good staple Fine.	.....	.....
" " F.G....	Rs. 214 Feb.-Mar. 1890.	Rs. 214 Feb.-Mar. 1890
" " Good..	" 207 " "	" 207 " "
" " F.G.F.	.....	.....
Khandeish, ... Fine..	.....	.....
" ... ... F.G....	.....	Rs. 208 Feb.-Mar. 1890
" ... ... Good..	Rs. 201 Feb.-Mar. 1890	" 200 " "
" ... ... F.G.F.	" 208 " "	.....
Belatee, ... Fine...	Rs. 202 Jan.-Feb. "	Rs. 203 Jan.-Feb. 1890
" ... ... F.G....	" 197 " "	" 198 " "
" ... ... Good..	" 191 " "	" 191 " "
Dhollera, ... Fine...	" 224 April-May "	" 225 Apl.-May "
" ... ... F.G....	" 214 " "	" 214 " "
" ... ... Good..	" 205 " "	" 204 " "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 200 Nov.; 196 Dec.-Jan.	Rs. 201 Nov.; 196 Jan. 1890
" ... ... F.G....	" 187 " 184 "	" 188 " 184 "
" ... ... Good..	" 180 " 177 "	" 180 " 177 "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	" 213 May-June	Rs. 214 Apl.-May 1890
" " ... F.G.F.	.....	.....
Westerns, ... Good...	.....	....
" ... .. F.G.F..	.....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-2 Ready.	Rs. 8-1 Ready
" Mixed " ...	.....	" 7-10 "
Linseed, Bold " ..	Rs. 7-1-9 "	" 7-3-6 "
" Small Seed " ...	" 7-0-9 "	....
Rapeseed, Gujerat Yellow " ...	" 8-5-6 "	Rs. 8-11 "
" Brown Delhi " ..	" 7-13-6 "	" 8-1 "
" Yellow Cawnpore " ...	" 8 "	" 7-2 Forward
Poppy Seed " ..	" 7-6-9 "	" 7 7 Ready
Groundnuts " ..	" 6-3 "	" 6-3-6 "
Wheat, White Pessy " ..	" 4-7-3 "	" 4-7-6 "
" Khabri Pessy " ..	....	....
" Ahmedabad (Soft Red) " ..	Rs. 4-2 "	Rs. 4-1-6
" Laskari " ...	" 4-1 "	" 4-2
" Hard Yellow " ..	" 4-2 to 4-3 "	" 4-3 to 4-5 Ready
" Khandwa " ...	....	....
" Delhi No. 1 White Pessy " ...	Rs. 4-3-9 "	Rs. 4-4-9 "
" " Red " ..	" 3-15 "	" 3-14-3 "
" Hard Red Khatha " ..	" 3-12 "	" 4 "
" Nagpore Khathi " ..	" 3-15-6 "	" 4 "
Opium, (Malwa) per chest, Old ..	" 1,310	" 1,310 "
" " New ..	" 1,255	" 1, 50 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	....	....
" " " Suez Canal (per ton of 40 feet).	£1-2-6	£1-1-3
" Seeds & Wheat.. ..	£1-0 6	£0-18-9
London—M'ment cargo. P. & O. Co.	£1-2-6	£1-1-3
" Seeds & Wheat " ..	£1	£0-18-9
" M'ment cargo Via Canal..	£1-2-6	£1-1-3
" Seeds and Wheat " ..	£1-1-3	£0-18-9
Havre—M'ment cargo " ..	£1-2-6	£1-1-3
" Seeds and Wheat " ..	£1-1-3	£0-18-9
Antwerp—M'ment cargo " ..	£1	£1
" Seeds and Wheat " ..	£0-18-9	£0-17-6
Hull " ..	£0-18-9	£0-18-9
Dunkirk " ..	£1-1-3	£1
Trieste & Venice—M't. cargo,, ..	£2 at 2s. Ex.	£2 at 2s. Ex.
" " Seed & Wheat,, ..	.....	....
Marseilles and Genoa—M't. cargo Via Canal.	£1-2-6	£1-1-3
" Seeds & Wheat " ..	£1-0-6	£0-18-9
China, Steamer	Rs. 12 to 15	Rs. 12 to 15.
Australia .. — — — ..	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 21st November.	Week ending 28th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 13/16d.	1s. 4 27/32d.
,, ,, Sight	1s. 4 27/32d.	1s. 4⅞d.
,, ,, 3m'ths' ,,	1s. 4 31/32d.	1s. 5d.
,, ,, 4 ,, ,,	1s. 5d.	1s. 5 1/32d.
,, ,, 6 ,, ,,	1s. 5⅛d.	1s. 5⅛d.
First class Credits... 3 ,, ,,	1s. 5 3/32d.	1s. 5 3/32d.
,, ,, ... 6 ,, ,,	1s. 5¼d.	1s. 5¼d.
Documents ... 3 ,, ,,	1s. 5⅛d.	1s 5⅛d.
,, ... 6 ,, ,,	1s. 5 9/32d.	1s. 5 9/32d.
Paris Francs Mercantile Bills... 3 ,, ,,	1·80¼	1·80½
,, ,, 6 ,, ,,	1·90½	1·81¼
On Calcutta, Bank Telegraphic Transfer...	100 3/32	100 3/32
On China, Mer'tile Bills, 60 days' Sight	223½	223½
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-3-0	Rs. 23-0-0
Sovereigns	,, 14-10-6	,, 14-8-3
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	5 per cent.	5 per cent.
,, of Interest on Demand Loans on Govt. Securities.	3 ,,	3 ,,
Rate of Discount in the open Market on Govt. Securities ...	3 ,,	3 ,,
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98½	Rs. 98⅝
Four-and-a-half per cents ...	,, 102¾	,, 102½
IMPORTS.		
PIECE GOODS— Market	Moderate demand; rates firm.	Moderate demand at steady rates.
7lbs 37-39in. Grey shirtings, (pe piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-13
8¼lbs. ,, ,, ,, ...	,, 3-3 to 5-4	,, 3-3 to 5-4
3lbs. 30-32in. Madapollams ,, ...	,, 1-4 to 1-8	,, 1-4 to 1-8
No. 40s. Mule Twist, per lb. ...	As. 9 to 10	As. 9 to 10
No. 30s. Water ,, ,, ...	,, 8⅝ to 9⅛	,, 8⅝ to 9⅛
Copper Braziers, (in bundles) per cwt....	Rs. 38½ ready; 38¾ to arrive.	Rs. 38½ ready; 39 to arrive.
Yellow Metal, (in cases) ,, ...	,, 38 ready; 38½ to arrive.	,, 38 ready; 38½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 29	Rs. 28 to 29
Staffordshire Bar Iron, ,, ,, ...	,, 29 to 30	,, 29 to 30
Swedish Bar Iron, ,, ,, ...	,, 41 to 42	,, 41 to 42
Davison's West Hartley Coal, (per ton alongside).	,, 17¾ Ready; 18 Fwd.	Rs. 18 ready; 18 Forwd.
Welsh Hartley Coal, (per ton) ,,	,, 17 ,, 17 ,,	,, 17 ,, 17 ,,
Cardiff Coal, (per ton) ...	,, 20½ ,, 20¾ ,,	,, 20½ ,, 20½ ,,
EXPORTS.		
COTTON— Market	Quiet, little doing.	Quiet, but steady; little business passing.
[per candy.		
Broach, ... Fine...	Rs. 241 March 1890.	Rs. 239½ March 1890
Do. ... ... F.G....	,, 236 ,, ,,	.....
Do. ... ... Good...	,, 230 ,, ,,	Rs. 228 March 1890
Hingunghaut ... ... Good...	.....	.....
Do. ... ... F.G....	,, 245 Jan.-Feb. 1890.	Rs. 239 Ready

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 21st November.	Week ending 28th November.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine.	.....	.....
" " F.G....	Rs. 214 Feb.-Mar. 1890.	Rs. 215 Feb.-Mar. 1890
" " Good...	" 207 " "	" 208 " "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 208 Feb.-Mar. 1890.	Rs. 208 Jan.-Feb. 1890
" ... ... Good...	" 201 " "	" 201 " "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	" 204 Jan.-Feb. 1890.	Rs. 204 January 1890
" ... ... F.G....	.....	.....
" ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 226 April-May 1890.	Rs. 223 April-May 1890
" ... ... F.G....	" 216 " "	" 213 " "
" ... ... Good...	" 205 " "	" 203 " "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 201 Nov. 196 Jan. 1890.	Rs. 195 January 1890
" ... ... F.G....	" 186 " 184 " "	" 182 " "
" ... ... Good...	" 181 " 178 " "	" 176 " "
" ... ... F.G.F.	.....	.....
Dharwar, (S.G.) ... Good...	Rs. 216 May-June "	Rs. 214 May 1890
" " ... F.G.F.	.....	.....
Westerns, ... Good...	" 210 May-June 1890.	....
" ... .. F.G.F.	.....	....
Girgelly Seed, White (per cwt.)	Rs. 8-4 Ready.	Rs. 8-0 Ready
" Mixed " ..	" 7-10 "	" 7-10 "
Linseed, Bold " ..	....	" 7-2-6 "
" Small Seed " ..	....	" 7-1-6 "
Rapeseed, Gujerat Yellow " ..	Rs. 8-14 Ready.	" 8-1-1 "
" Brown Delhi " ..	" 8-3-6 "	" 8-2-6 "
" Yellow Cawnpore " ..	" 8-8 "	" 7-4-6 Forward
Poppy Seed " ..	....	" 7-8-9 Ready
Groundnuts " ..	....	" 6-9-6 "
Wheat, White Pessy " ..	Rs 4-8 "	" 4-7-6 "
" Khabri Pessy " ..	....	.....
" Ahmedabad (Soft Red) " ..	Rs. 4-3 "	Rs. 4-1 Ready
" Laskari " ..	" 4-2 "	" 4-2 to 4 4 "
" Hard Yellow " ..	" 4-3 to 4-5 "	" 4-5 to 4-6 "
" Khandwa " ..	" 4-10 "	" 4-7 "
" Delhi No. 1 White Pessy " ..	" 4-5 "	" 4-4-6 "
" " Red " ..	" 3-15 "	" 3-14-6 "
" Hard Red Khatha " ..	" 3-14-6 "	" 3-15-6 "
" Nagpore Khatki " ..	" 4-0-6 "	" 4-0 "
Opium, (Malwa) per chest, Old ..	" 1,280 "	" 1,220 "
" " New ..	" 1,220 "	" 1,190 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	....	.....
" " " Suez Canal, (per ton of 40 feet).	£1-1-3	£1-0-0
" Seeds & Wheat.. ..	£0-18-6	£0-18 0
London—M'ment cargo, P. & O. Co.	£1-1-3	£1-0-0
" Seeds & Wheat " ..	£0-17-6	£0-16-9
" M'ment cargo, Via Canal..	....	£1-0-0
" Seeds and Wheat " ..	....	£1-0-0
Havre—M'ment cargo " ..	£1-1-3	.....
" Seeds and Wheat " ..	£1-0-0	.....
Antwerp—M'ment cargo " ..	£1-1-3	....
" Seeds and Wheat " ..	£0-18-9	.....
Hull " ..	£1-0-0	.. ..
Dunkirk " ..	£1-1-3	£1- 0
Trieste & Venice—M't. cargo, " ..	£2-0-0 at 2s. Ex.	£1-17-6 at 2s. Ex.
" " Seeds & Wheat, " ..	....	£1-17-6 at 2s. Ex.
Marseilles and Genoa—M't cargo Via Canal.	£1-1-3	£0-18-3
" and Seeds & Wheat " .	£0-18 9	£0-18-3
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia .. .. " .. "	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 5th December.	Week ending 12th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 27/32d.	1s. 4⅞d.
„ „ Sight	1s. 4⅞d.	1s. 4 29/32d.
„ „ 3m'ths' „	1s. 5d.	1s. 5 1/32d.
„ „ 4 „ „	1s. 5 1/32d.	1s. 5 1/16d.
„ „ 6 „ „	1s. 5 5/32d.	1s. 5⅛d.
First class Credits... 3 „ „	1s. 5 3/32d.	1s. 5⅛d.
„ „ ... 6 „ „	1s. 5⅛d.	1s. 5⅛d.
Documents ... 3 „ „	1s. 5⅛d.	1s. 5 5/32d.
„ ... ... 6 „ „	1s. 5 9/32d.	1s. 5 9/32d.
Paris Francs Mercantile Bills... 3 „ „	1·77¼	1·80¼
„ „ 6 „ „	1·79	1·81½
On Calcutta Bank Telegraphic Transfer...	100 1/16	100 1/16
On China Mer'tile Bil's, 60 days' Sight	222	220
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-11-6	Rs. 22-13
Sovereigns...	„ 14-6-6	„ 14-7
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	5 per cent.	5 to 6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	5 „
Rate of Discount in the open Market on Govt. Securities ...	3 „	5 „
Money Market	Steady.	Tightening.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98 11/16	Rs. 98¼
Four-and-a-half per cents. ...	„ 102½	„ 102½ Nominal.
IMPORTS.		
PIECE GOODS— Market	{Fair enquiry; rates steady.	Moderate demand.
7lbs. 37-39in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-13	Rs. 2-10 to 3-15
8¼ lbs. „ „ „ ...	„ 3-3 to 5-4	„ 3-4 to 5-5
3lbs. 30-32in. Madapollams „ ...	„ 1-4 to 1-8	„ 1-4 to 1-9
No. 40s. Mule Twist, per lb. ...	As. 9 to 10	As. 9 to 10
No. 30s. Water „ „ ...	„ 8¾ to 9¾	„ 8¾ to 9¾
Copper (Braziers,) (in bundles) per cwt.	Rs. 38-13 Rdy; 39 to arrive.	Rs. 38½ ready; 39 to arrive.
Yellow Metal. (in cases) per cwt.	„ 39 Ready; 38½ to arrive.	„ 38 ready; 38½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 28 to 29	Rs. 28 to 29
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	„ 17½ (Ready.)	Rs. 18 Ready; 18½ fwd.
Welsh Hartely Coal, (per ton) ...	„ 17 „	„ 17 „ ; 17 „
Cardiff Coal, (per ton) ...	„ 21 „	„ 20½ „ ; 21 „
EXPORTS.		
COTTON— Market [per candy.	Quiet.	Unchanged.
Broach, ... Fine...	Rs. 239 March 1890	Rs. 240 Feb.-Mar. 1890
Do. ... ... F G....	.....	.....
Do. ... ... Good..	Rs. 228 March 1890	Rs. 230 Feb.-Mar. 1890
Hingunghaut ... ... Fine...	„ 240 Ready	„ 240 Ready.
Do. ... ... F.G....	„ 235 „	„ 235 „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 5th December.	Week ending 12th December.
EXPORTS—*contd.*		
Cotton— [per candy		
Oomrawuttee, Good staple, Fine.	.....	.....
" " F.G....	Rs. 215 Feb.-Mar. 1890.	Rs. 215 Ready
" " Good...	" 208 " "	" 208 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 208 Ready	Rs. 207 Jan.-Feb. 1890
" ... ... Good,..	" 200 "	" 200 " "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 205 Ready	Rs. 206 Ready
" ... ... F.G....	.....	" 199 "
" ... ... Good..	.....	" 193 January 1890
Dhollera, ... Fine...	Rs. 223 April-May 1890	" 225 May 1890
" ... ... F.G....	" 213 " " "	" 215 " "
" ... ... Good..	" 204 " " "	" 206 " "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 196 Ready	Rs. 197 Ready.
" ... ... F.G....	" 183 "	" 183 "
" ... ... Good..	" 176 "	" 177 "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good.	Rs. 214 April-May 1890	Rs. 215 May-June 1890
" " ... F.G.F	.....	.....
Westerns, ... Good..	Rs. 207 May-June 1890	Rs. 207 May-June 1890
" .. ... F.G.F..	.....	.....
Gingelly Seed, White (per cwt.)	.....	Rs. 8-1 Ready
" Mixed " ...	..	" 7-10 "
Linseed, Bold " ..	Rs. 7-2 Ready	" 7-1-9 "
" Small Seed " ..	" 7-1 "	" 7-1 "
Rapeseed, Gujerat Yelow " ...	....	" 9-1 "
" Brown Delhi " ..	....	" 8-4-6 "
" Yelow Cawnpore " ...	...	" 7-5-6 Forward.
Poppy Seed " ..	Rs. 7-8-6 Ready	" 7-8 Ready
Groundnuts " ...	" 6-9 "	" 6-9-6 "
Wheat, White Pessy " ...	" 4-8 "	" 4-8 "
" Khabri Pessy " ...	...	.....
" Ahmedabad (Soft Red) " ..	Rs. 4-2 Ready	Rs. 4-3 Ready, nominal.
" Laskari " ..	" 4-0 "	" 4 "
" Hard Yellow " ..	" 4-3-6 "	" 4-2-6 "
" Khandwa " ..	" 4-3 "	" 4-8 "
" Delhi No 1 White Pessy " ..	" 4-4 "	" 4 4-6 "
" " Red " ..	Rs. 3-14-6 "	" 3-15 "
" Hard Red Khatha " ..	" 3-14-6 "	" 3-14 "
" Nagpore Khathi " ..	" 3-15-6	" 4 "
Opium, (Malwa) per chest, Old ..	" 1,200	" 1,200 "
" " " New ..	" 1,150	" 1,150 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape per ton of 50 feet.	.....	.....
" " " Suez Canal, per ton of 40 feet.	£0-18-9	£1-0-0
" Seeds & Wheat.. ..	£0-19-3	£ -19-6
London—M'ment car o, P. & O. Co.	£1-0-0	£1-0-0
" Seeds & Wheat " ..	£0-18-9	£0-17-6
" M'ment cargo, Via Canal..	£1-0-0	.....
" Seeds and Wheat " ..	£0-18-9	.....
Havre—M'ment cargo " ..	£1-0-0	£1-1-3
" Seeds and Wheat " ..	£1-0-0	£1-0-0
Antwerp—M'ment cargo " ..	£1-0-0	£1-1-3
" Seeds and Wheat " ..	£0-19-6	£1-0-0
Hull " ..	... ...	£1-0-6
Dunkirk " ..	£1-0-0	£1 1-3
Trieste & Venice—M't. cargo, " ..	£2 at 2s Ex.	£1-16-3 at 2s, Ex.
" " Seeds & Wheat " ..	£2 at 2s Ex.	....
Marseilles and Genoa—M't. cargo Via Canal.	£0-18-9	£1-1-3
" " Seeds & wheat " ..	£0-18-9	£1-0-0
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 19th December.	Week ending 27th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 13/16d.	1s. 4 13/16d.
„ „ Sight	1s. 4 27/32d.	1s. 4 27/32d.
„ „ 3m'ths' „	1s. 4 15/16d.	1s. 4 31/32d.
„ „ 4 „ „	1s. 4 31/32d.	1s. 5d.
„ „ 6 „ „	1s. 5 1/16d.	1s. 5 3/32d.
First class Credits... 3 „ „	1s. 5 1/16d.	1s. 5 3/32d.
„ „ ... 6 „ „	1s. 5 3/16d.	1s. 5 7/32d.
Documents ... 3 „ „	1s. 5 3/32d.	1s. 5⅛d.
„ ... ... 6 „ „	1s. 5 7/32d.	1s. 5¼d.
Paris Francs Mercantile Bills... 3 „ „	1·79½	1·79½
„ „ 6 „ „	1·81	1·81
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	220	220
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-2	Rs. 22-13-6
Sovereigns	„ 14-8	„ 14-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	5 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Securities	5 „	5 „
Rate of Discount in the Open Market on Govt. Securities ...	7 „	5 „
Money Market	Steady.	Firm.
GOVERNMENT SECURITIES.		
Four-per cents.	Rs. 98 3/16	Rs. 98 1/16
Four-and-a-half per cents. ...	„ 102½	„ 102½
IMPORTS.		
PIECE GOODS— Market	Moderate demand.	Quiet.
7lbs 37-39in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-15	Rs. 2-11 to 3-15
8¼lbs. „ „ „ ...	„ 3-5 to 5-5	„ 3-5 to 5-5
3lbs. 30-32 in. Madapollams,, ...	„ 1-4 to 1-10	„ 1-4 to 1-10
No. 40s. Mule Twist, per lb. ...	As. 9 to 10	As. 9 to 10
No. 30s. Water „ „ ...	„ 8⅝ to 9⅜	„ 8⅝ to 9⅜
Copper Braziers, (in bundles) per cwt.)	Rs. 38-10 ready; 38½ to arrive.	Rs. 39 ready ; 39½ to arrive.
Yellow Metal, (in cases) (per cwt.)	„ 38 ready ; 38½ to arrive.	Rs. 37½ ready ; 38 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 29	Rs. 28 to 29
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davisen's West Hartley Coal, (per ton) alongside.	Rs. 18 ready ; 18¼ Fwd.	Rs. 18 Ready ; 18 Fwd.
Welsh Hartley Coal, (per ton) ...	„ 17 „ 17 „	„ 17 „ 17 „
Cardiff Coal, (per ton) ...	„ 20¾ „ 20½ „	„ 20½ „ 20½ „
EXPORTS.		
COTTON— Market [per candy.	Quiet with little doing.	Quiet.
Broach, ... Fine...	Rs. 240 Feb.-Mar. 1890	Rs. 240 Feb.-Mar. 1890.
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 230 Feb.-Mar. 1890	Rs. 230 Feb.-Mar. 1890.
Hingunghaut ... ... Fine...	„ 243 Ready	„ 244 Ready.
Do. ... ... F.G....	„ 238 „	„ 239 „

mittee of the Chamber of Commerce during the Year 1889—*contd.*

Quotations.	Week ending 19th December.	Week ending 27th December.
EXPORTS—*contd.*		
Cotton— per candy		
Oomrawuttee, Good staple, Fine	.....	.....
„ „ F.G....	Rs. 215 Ready.	Rs. 219 Ready
„ „ Good...	„ 208 „	„ 211 „
„ „ F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 207 Ready.	Rs. 209 Ready
„ ... ... Good...	„ 202 „	„ 203 „
„ ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 207 Ready	Rs. 207 Ready
„ ... ... F.G....	„ 199 „	„ 199 „
„ ... ... Good...	„ 195 „	„ 195 „
Dhollera, ... Fine...	„ 225 Apl.-May 1890.	„ 225 April-May 1890
„ ... ... F.G....	„ 215 „ „ „	„ 215 „ „
„ ... ... Good ..	„ 205 „ „ „	„ 205 „ „
„ ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 198 Ready.	Rs. 198 Ready
„ ... ... F.G....	„ 184 „	„ 183 „
„ ... ... Good...	„ 179 „	„ 178 „
„ ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	Rs. 215 to 216 May-June 1890	Rs. 215 May-June 1890
„ „ ... F.G.F.	.....	.....
Westerns, ... Good..	Rs. 206 May-June 1890 Nl.	.....
„ .. .. F.G.F.	....	.....
Gingelly Seed, White (per cwt.)	Rs. 8 Ready.	Rs. 8-1 Ready
„ Mixed „ ..	„ 7-10 „	„ 7-9-6 „
Linseed, Fold „ ..	„ 7-3 „	„ 6-14 „
„ Small Seed „ ..	„ 7-1 „	„ 6-13 „
Rapeseed, Gujerat Yellow „ ..	„ 9 „	„ 9-0 „
„ Brown Delhi „ ..	„ 8-5 „	„ 8-4 „
„ Yellow Cawnpore „ ..	„ 7-5-6 Forward.	„ 7-6 Forward
Poppy Seed „ ..	„ 7-9 Ready.	„ 7-9 Ready
Groundnuts „ ..	„ 6-8 „	„ 6-1-3 „
Wheat White Pessy „ ..	„ 4-7-6 „	„ 4-8 „
„ Khabri „ ..	.....	.....
„ Ahmedabad (Soft Red) „ ..	Rs. 4-2 Ready.	Rs. 4-0 Ready
„ Laskari „ ..	„ 4-1 „	„ 4-1 „
„ Hard yellow „ ..	„ 4-2 „	„ 4-1 to 4-2 „
„ Khandwa „ ..	„ 4-8 „	„ 4-7 „
„ Delhi No. 1 White Pessy „ ..	„ 4-1-6 „	„ 4-5 „
„ „ Red „ ..	„ 3-14-6 „	„ 3-15 „
„ Hard Red Khatha „ ..	„ 3-14-6 „	„ 3-14-6 „
„ Nagpore Khathi „ ..	„ 3-15-6 „	„ 3-15-6 „
Opium, (Malwa) per chest, Old ..	„ 1,225 „	„ 1,220 „
„ „ „ New ..	„ 1,175 „ (Ready)	„ 1,170 „ (Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet)	....	.....
„ „ „ Suez Canal, (per ton of 40 feet)	£0-18-6	£1-0-0
„ Seeds & Wheat..	£0-19-0	£0-19-0
London—M'ment cargo, P. & O Co.	£1-0-0	£1-0-0
„ Seeds & Wheat „ ..	£0-18-9	£0-18 9
„ M'ment cargo, Via Canal..	.....	.....
„ Seeds and Wheat „ ...	....	.....
Havre—M'ment cargo „ ..	£1-2-6	£1-1 3
„ Seeds, and Wheat „ ..	£1-1-3	£1-0-0
Antwerp—M'ment cargo „ ...	£1-0-0	£1-0-0
„ Seeds and Wheat „ ..	£1-0-0	£ -19-6
Hull „ ..	£1-0 0	£1-0-0
Dunkirk „ ..	£1-0-0	£1-0-0
Trieste & Venice—M't. cargo, „ ..	£1-15 at 2s. Ex.	£1-15 at 2s. Ex.
„ „ Seeds & Wheat, „ ..	£1-15 at 2s. Ex.	£1-15 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£1-0-0	£1-0-0
„ Seeds & Wheat „ ..	£1-0-0	£1-0-0
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	„ 35	„ 35

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened, in the Official Years 1853-54 to 1888-89.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	72	19,295,139	1,483,296	20,778,435
1854-55	171	18,927,222	1,267,033	20,194,255
1855-56	274¼	23,040,000	601,177	23,641,177
1856-57	289¾	25,340,000	1,253,426	26,593,426
1857-58	430½	27,460,000	822,438	28,282,438
1858-59	625	29,860,000	669,427	30,529,427
1859-60	836¼	27,960,000	929,007	28,889,007
1860-61	1581½	32,970,000	1,119,549	34,089,549
1861-62	2351½	36,320,000	683,355	37,003,355
1862-63	2516¾	*47,860,000	1,111,140	48,971,140
1863-64	2962½	*65,625,000	1,270,435	66,895,435
1864-65	3368¾	*68,025,000	1,444,775	69,469,775
1865-66	3568	*65,490,000	2,165,352	67,655,352
1866-67	3936½	41,860,000	2,431,503	44,291,503
1867-68	4016½	50,875,000	1,571,946	52,446,946
1868-69	4261	53,060,000	1,395,580	54,455,580
1869-70	4766	52,470,000	1,042,353	53,512,353
1870-71	5072	55,335,000	2,220,765	57,555,765
1871-72	5365¾	63,190,000	1,495,642	64,685,642
1872-73	5671½	55,230,000	1,308,579	56,538,579
1873-74	6201	54,980,000	1,958,512	56,938,519
1874-75	6497¼	56,360,000	1,625,309	57,985,309
1875-76	6949¾	56,210,000	2,200,236	58,410,236
1876-77	7326½	61,013,000	4,029,898	65,042,898
1877-78	8216	65,222,000	2,210,995	67,432,995
1878-79	8477¾	60,937,000	3,982,228	64,919,228
1879-80	9325	67,210,000	2,035,147	69,245,147
1880-81	9875	74,541,000	1,440,400	75,981,400
1881-82	10144½	81,966,000	1,099,700	83,065,700
1882-83	10832¼	83,485,000	1,041,800	84,526,800
1883-84		88,076,400	1,008,500	89,084,900
1884-85	12004½	83,170,100	1,968,900	85,139,000
1885-86	12376	83,861,200	1,108,200	84,969,400
1886-87	13390¼	88,481,000	1,720,400	90,201,400
1887-88	14383	90,543,600	1,604,600	92,148,200
1888-89	15245¼	97,060,200	1,784,400	98,844,600

* Exports abnormally high owing to the American Civil War.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened, in the Official Years 1853-54 *to* 1888-89.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	72	10,070,863	4,871,956	14,942,819
1854-55	171	12,742,671	2,028,256	14,770,927
1855-56	274¼	13,945,000	11,301,288	25,246,288
1856-57	289¾	14,195,000	14,413,697	28,608,697
1857-58	430½	15,275,000	15,815,436	31,090,436
1858-59	625	21,730,000	12,817,071	34,547,071
1859-60	836¼	24,265,000	16,356,963	40,621,963
1860-61	1581½	23,495,000	10,677,077	34,172,077
1861-62	2351½	22,320,000	14,951,985	37,271,985
1862-63	2516¾	22,630,000	20,508,967	43,138,967
1863-64	2962½	27,145,000	22,962,581	50,107,581
1864-65	3368¾	28,150,000	21,363,325	49,513,325
1865-66	3568	29,600,000	29,577,301	59,157,301
1866-67	3936½	29,040,000	13,236,905	42,276,905
1867-68	4016½	35,705,000	11,775,374	47,480,374
1868-69	4261	35,990,000	15,155,954	51,145,954
1869-70	4766	32,925,000	13,954,807	46,879,807
1870-71	5072	34,470,000	5,444,823	39,914,823
1871-72	5365¾	32,090,000	11,573,813	43,663,813
1872-73	5671½	31,875,000	4,556,585	36,431,585
1873-74	6201	33,835,000	5,792,534	39,627,534
1874-75	6497¼	36,220,000	8,141,047	44,361,047
1875-76	6949¾	38,515,000	5,300,722	43,815,722
1876-77	7326½	37,440,000	11,436,120	48,876,120
1877-78	8216	41,464,000	17,355,459	58,819,459
1878-79	8477¾	37,801,000	7,056,748	44,857,748
1879-80	9325	41,172,000	11,654,894	52,826,894
1880-81	9875	53,086,800	8,997,200	62,084,000
1881-82	10144½	49,113,000	11,322,800	60,435,800
1882-83	10832¼	52,098,700	13,453,400	65,552,100
1883-84		55,299,000	12,877,900	68,176,900
1884-85	12004½	55,701,600	13,888,200	69,589,800
1885-86	12376	55,652,000	15,467,000	71,119,000
1886-87	13390¼	61,812,030	11,048,300	72,860,300
1887-88	14383	65,004,500	13,812,500	78,817,000
1888-89	15245¼	69,437,700	13,845,000	83,282,700

APPENDIX JJJ.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1883-84 *to* 1888-89.

	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	22,40,09,448	21,43,13,842	19,98,53,049	23,33,80,788	23,29,84,239	25,70,20,964
Bombay	20,78,05,068	21,51,46,900	22,01,07,068	23,48,03,364	25,48 67,621	26,50,56,459
Sindh	1,34,78,136	1,68,21,994	2,14,14,386	2,81,37,826	2,58,31,151	3,56,29,925
Madras	4,38,67,704	4,82,42,572	4,25,03,605	5,31,81,396	5,32,71,367	5,79,17,371
British Burmah	3,80,74,982	3,69,53,890	3,41,98,154	3,74,57,343	5,68,93,510	5,00,51,321
Total...	52,72,35,338	53,14,79,198	51,80,76,262	58,69,60,717	62,38,47,888	66,56,76,040
Ditto. Government Stores	2,57,54,569	2,55 37,606	3,84,43,290	3,11,58,891	2,61,97,993	2,87,01,491
Total Merchandise...	55,29,89,907	55,70,16,804	55,65,19,552	61,81,19,608	65,00,45,881	69,43,77,531
Treasure, Private.						
Bengal	2,03,55,058	2,70,72,820	2,63,77,784	1,07,42,452	1,28,37,167	1 41,66,279
Bombay	10,32,19,580	10,70,14,559	12,46,82,049	9,46,91,217	12,15,34,673	12,10 87,779
Sindh	9,27,102	10,96,240	4,26,604	10,96,656	14,47,822	17,64,950
Madras	39,33,454	32,24,678	30,17,517	34,24,294	20,01,191	13,65,131
British Burmah	3,44,439	3,80,121	1,66,854	5,28,605	3,04,603	65,110
Total...	12,87,79,633	13,87,88,418	15,46,70,808	11,04,83,224	13,81,25,456	13,84,49,249
Ditto. Government	.....	93,500	.....	.....	.....	.....
Total Treasure...	12,87,79,633	13,88,81,918	15,46,70,808	11,04,83,224	13,81,25,456	13,84,49,249
Grand Total of Imports...	68,17,69,540	69,58,98,722	71,11,90,360	72,86,02,832	78,81,71,337	83,28,26,780
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	13,70,651	16,58,494	11,55,998	12,73,122	28,05,091	13,07,262
Bombay	2.66,69,325	2,42,43,409	2,63,91,413	2,94,27,678	3,25,45,876	3,60,93,029

Sindh	16,42,787	22,27,266	28,86,320	38,49,570	47,07,535	51,13,284
Madras	3,62,096	3,43,679	2,91,960	4,39,606	7,11,957	5,45,451
British Burmah	2,19,138	3,18,638	2,08,799	2,18,969	2,61,004	2,99,758
Total...	3,02,63,997	2,87,91,486	3,09,34,490	3,52,08,945	4,10,31,463	4,33,58,784
(Indian Produce and Manufactures.)						
Bengal	35,96,51,404	32,66,62,730	32,99,27,597	35,47,14,823	36,83,19,277	37,69,18,532
Bombay	29,84,51,631	30,21,07,606	28,64,31,455	31,28,26,594	31,14,07,449	35,30,08,911
Sindh	3,52 27,585	3,70,56,505	4,08,40,026	2,51,24,070	2,13,39,105	3,31,02,022
Madras	9,11,06,505	8,39,83,052	8,23,48,998	9,08,73,573	9,66,10,774	10,27,12,598
British Burmah	6,55,15,249	5,25,53,050	6,75,94,891	6,56,47,781	6,60,56,466	6,07,87,933
Total...	84,99,52,374	80,23,62,943	80,71,42,967	84,91,86,841	86,37,33,071	92,65,29,996
Total Fgn. & Indian Merchandise exported.						
Bengal	36,10,22,055	32,83,21,224	33,10,83,595	35,59,87,945	37,11,24,368	37,82,25,794
Bombay	32,51,20,956	32,63,51,015	31,28,22,868	34,22,54,272	34,39,53,325	38,91,01,940
Sindh	3,68,70,372	3,92,83,771	4,37,26,346	2,89,73,640	2,60,46,640	3,82,15,306
Madras	9,14,68,601	8,43,26,731	8,26,40,958	9,13,13,179	9,73,22,731	10,32,58,049
British Burmah	6,57,34,387	5,28,71,688	6,78,03,690	6,58,66,750	6,63,17,470	6,10,87,691
Total...	88,02,16,371	83,11,54,429	83,80,77,457	88,43,95,786	90,47,64,534	96,98,88,780
Ditto. Government Stores	5,47,944	5,47,078	5,34,236	4,14,568	6,71,924	7,13,606
Total Merchandise...	88,07,64,315	83,17,01,507	83,86,11,693	88,48,10,354	90,54,36,458	97,06,02,386
Treasure, Private.						
Bengal	11,11,473	30,11,442	9,94,555	13,59,380	8,78,118	5,29,000
Bombay	69,27,000	1,24,89,069	90,33,742	1,24,85,466	1,13,10,237	1,45,51,370
Sindh	6,21,485	6,11,749	4,23,950	7,06,980	5,89,212	7,48,465
Madras	11,10,649	27,39,836	4,21,563	22,91,935	23,43,975	12,06,484
British Burmah	26,980	4,700	4,500	450	18,000	.....
Total...	97,97,587	1,88,56,796	1,08,78,310	1,68,44,211	1,51,39,542	1,70,35,319
Ditto. Government	2,87,350	8,33,000	2,04,000	3,60,050	9,06,700	8,08,500
Total Treasure...	1,00,84,937	1,96,89,796	1,10,82,310	1,72,04,261	1,60,46,242	1,78,43,819
Grand Total of Exports...	89,08,49,252	85,13,91,303	84,96,94,003	90,20,14,615	92,14,82,700	98,84,46,205

APPENDIX JJJ.—*contd.*

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1886-87 *to* 1888-89.

Articles.		Quantities.			Value.		
		1886-87.	1887-88.	1888-89.	1886-87.	1887-88.	1888-89.
					Rs.	Rs.	Rs.
Animals—Living	Nos.	3,126	3,966	3,360	9,58,202	10,46,122	11,94,436
Apparel, &c. (Excluding Boots and Shoes)	value.	.....	.....	.....	28,50,479	31,93,431	39,15,744
Arms, Ammunition, &c	,,	.....	.....	.....	4,25,099	5,23,501	5,27,471
Articles imported by Post	,,	.....	.....	.....	21,63,675	22,75,720	22,04,661
Building and Engineering Materials	,,	.....	.....	.....	6,23,464	4,34,392	6,44,315
Cabinetware and Furniture	,,	.....	.....	.....	3,21,929	4,89,920	4,40,065
Candles	lbs.	1,175,327	930,696	591,827	3,82,313	2,67,460	1,79,517
Clocks and Watches	Nos.	61,261	90,649	85,759	7,41,018	8,46,142	6,90,691
Coal, Coke, and Patent Fuel	tons.	521,419	573,280	633,029	89,09,093	1,15,18,701	1,49,19,216
Cotton—Raw	cwts.	56,444	54,392	64,581	11,72,719	12,48,941	15,05,029
Cotton—Twist and Yarn	lbs.	15,510,340	15,374,392	15,004,918	99,68,355	1,02,25,896	1,00,07,085
Do. Piece Goods	yards.	679,393,385	554,783,590	655,683,915	8,12,18,939	7,07,70,958	8,30,20,684
Do. Shawls & Handkerchiefs	Nos.	10,888,576	10,851,844	12,092,069			
Chemical Products and Preparations	value.	.....	.....	.....	8,20,436	8,03,911	10,02,910
Drugs & Medicines & Narcotics (Excluding Tobacco)	,,	.....	.....	.....	18,32,474	15,07,272	20,06,460
Dyeing and Colouring Materials	,,	.....	.....	.....	17,07,090	28,01,855	34,17,260
Earthenware and Porcelain	,,	.....	.....	.....	5,90,723	7,16,654	7,86,986
Fireworks	,,	.....	.....	.....	4,97,931	3,78,604	2,19,172
Glass	,,	.....	.....	.....	27,96,501	31,71,163	34,20,918
Gums & Resins (Excluding Cutch & Gambier)	cwts.	30,593	47,309	58,883	5,03,225	8,56,528	13,02,157
Hardware and Cutlery	value.	.....	.....	.....	40,14,808	50,50,731	52,95,239
Hides and Skins	Nos.	271,977	421,714	292,661	3,36,611	5,19,633	3,21,426
Instruments and Apparatus	value.	.....	.....	.....	8,20,389	8,54,438	9,83,011
Ivory, Unmanufactured	lbs.	567,272	512,535	593,770	28,81,091	25,88,614	29,02,451
Do. Manufactured	value.	.....	.....	.....	1,46,132	1,13,033	75,797
Jewellery, &c.	,,	.....	.....	.....	17,46,238	20,06,284	21,93,248
Leather Unwrought Saddlery, &c.	,,	.....	.....	.....	8,04,546	7,66,116	9,45,270
Do. (Boots & Shoes)	Pairs.	176,999	181,886	129,382	5,50,523	6,18,702	4,81,782
Liquors—Ale, Beer, and Porter	gallons.	273,731	318,665	416,137	5,90,348	5,92,098	6,50,381
Do. Spirits	,,	279,685	287,769	295,755	16,87,17	18,97,834	18,46,128
Do. Wines and Liqueurs	,,	118,660	130,048	121,597	9,95,948	10,91,836	9,62,596

Liquors—Other sorts ... ... „	898	888	891	3,432	2,985	2,824
Machinery and Millwork ... ... value.	.....	.....	.....	70,02,092	94,63,403	1,12,77,400
Matches, Lucifer and other ... ... „	.....	.....	.....	5,14,882	8,71,683	6,69,003
Metals—Brass ... ... cwts.	5,547	3,010	4,263	2,40,204	1,53,439	2,73,135
Do. Copper... ... ... „	185,058	181,588	6,319	66,52,344	75,46,330	5,42,365
Do. Mixed or Yellow Metal ... „	127,301	85,466	24,460	35,30,783	27,98,353	11,70,751
Do. Iron ... ... „	1,325,305	1,751,357	1,457,844	69,37,395	1,01,59,108	88,70,165
Do. Lead ... ... „	22,445	19,351	27,998	2,32,673	2,01,038	3,30,456
Do. Quicksilver ... ... lbs.	87,975	107,729	110,971	1,10,874	1,52,257	1,72,580
Do. Steel ... ... cwts.	195,087	154,671	165,476	12,33,343	10,38,950	11,49,166
Do. Tin ... ... „	13,226	5,697	14,152	9,12,986	4,52,784	10,30,650
Do. Zinc or Spelter ... ... „	66,324	35,676	32,121	6,88,734	3,67,705	3,86,139
Do. Other sorts ... ... „	4,397	3,911	2,837	4,43,065	3,44,048	2,65,755
Oil—Kerosine ... ... gallons.	7,353,060	4,509,420	11,930,739	39,64,474	29,47,741	67,40,720
Do. other sorts ... ... „	603,840	598,045	563,532			
Paints and Colours (excluding Painters' Materials) ... ... cwts.	58,679	75,734	105,568	7,50,830	9,16,229	11,04,329
Paper and Pasteboard ... ... value.	.....	.....	.....	17,08,339	20,84,374	21,86,098
Perfumery, other than Musk ... ... „	.....	.....	.....	3,51,049	2,03,508	1,78,933
Provisions ... ... „	.....	.....	.....	47,33,218	58,66,428	58,56,220
Railway Plant and Rolling Stock ... „	.....	.....	.....	90,68,985	1,92,48,010	1,95,71,014
Silk—Raw ... ... lbs.	1,555,135	2,198,246	1,678,932	69,13,580	91,81,251	67,82,260
Do. Piece Goods (including silk mixed with other materials) ... ... yards.	6,108,422	6,971,032	7,088,367	63,98,506	75,25,763	72,69,219
Spices ... ... lbs.	6,321,654	10,610,749	11,923,023	25,51,213	45,89,334	38 11,988
Sugar, refined and unrefined ... ... cwts.	1,335,588	1,227,940	1,063,569	1,61,99,007	1,47,69,449	1,23,97,334
Tea ... ... lbs.	3,697,661	3,226,814	4,316,811	30,40,908	24,44,949	30,05,680
Tobacco, Cigars &c. ... ... „	287,720	311,289	270,972	2,70,551	2,68,209	3,67,908
Umbrellas ... ... Nos.	1,166,302	1,428,369	1,211,915	10,22,406	12,63,398	11,08,881
Wool—Raw ... ... lbs.	1,317,489	1,872,766	2,921,408	3,79,691	5,33,238	8,39,159
Woollen Piece Goods ... ... yards.	5,272,387	6,036,631	5,019,781	52,95,582	58,8[illegible],787	49,26,769
All other Articles ... ... value.	.....	.....	.....	1,01,16,524	1,21,44,366	1,34,89,584
Total Value...	.....	.....	.....	23,43,25,186	25,26,02,607	26,38,28,591
Treasure—Gold ... ... Tolas...	1,161,100	1,349,241	1,221,231	2,46,26,689	2,86,57,411	2,79,42,167
Do. Silver... ... ... „ ...	67,192,666	88,587,506	88,347,563	7,01,14,498	9,30,10,363	9,31,45,612
Total Treasure...	68,353,766	89,936,747	89,568,794	9,47,41,187	12,16,67,774	12,10,87,779
Grand Total Rs ...	.....	.....	.....	32,90,66,373	37,42,70,381	38,49,26,370

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1886-87 *to* 1888-89.

Articles.	Quantities.			Value.		
	1886-87.	1887-88.	1888-89.	1886-87.	1887-88.	1888-89.
Indian Produce and Manufactures.						
Coffee ... ... cwts.	28,911	24,031	36,043	Rs. 8,05,104	Rs. 13,05,021	Rs. 16,60,825
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... „	22,971	31,574	35,697	1,59,203	2,43,413	2,72,099
Cotton—Raw ... ... „	3,917,929	3,929,556	4,198,262	9,96,31,442	10,90,28,314	12,11,48,814
Do. Twist and Yarn ... ... lbs.	89,088,086	108,515,974	123,022,742	3,24,04,806	3,89,69,274	4,97,12,105
Do. Piece Goods ... } yards.	40,415,974	55,120,090	57,568,272	} 50,92,821	67,63,433	73,67,189
Do. Shawls and Handkerchiefs } Nos.	58,857	95,994	136,611			
Dyeing and Colouring Materials—(Including Cutch, Gambier & Lac)						
Indigo ... ... cwts.	8,319	6,495	5,231	15,88,247	13,58,984	11,20,014
Myrabollams ... ... „	430,729	568,770	518,005	17,41,143	22,03,417	21,90,394
Other Sorts ... ... „	33,637	47,292	24,483	2,80,080	2,61,954	1,39,424
Grain and Pulse—						
Rice not in the Husk ... ... „	638,772	763,912	589,351	29,72,183	35,01,699	28,65,038
Wheat ... ... „	12,605,860	8,540,614	10,654,163	4,98,89,793	3,61,51,452	4,76,49,988
Other Sorts ... ... „	968,474	490,248	550,250	30,25,329	15,77,270	19,68,060
Hides and Skins—						
Hides ... ... Nos.	241,229	271,294	515,959	9,91,257	11,28,362	15,18,946
Skins ... ... „	3,124,363	2,901,894	3,118,410	36,76,756	34,88,732	39,22,984
Oils ... ... gals.	152,787	125,964	97,531	3,29,680	3,19,690	3,32,131
Opium ... ...chests.	41,222½	33,712½	30,431	4,94,78,289	4,08,71,641	4,09,32,552
Provisions ... ... value.	.....	.....	.....	25,18,346	29,98,394	30,53,418
Seeds—						
Linseed ... ... cwts.	3,037,026	2,521,844	2,797,246	1,95,36,491	1,55,81,820	1,79,57,113
Rape ... ... „	1,339,768	1,027,924	2,136,795	71,12,653	60,24,826	1,40,23,444
Gingelly ... ... „	1,196,842	1,579,724	708,469	83,66,959	1,12,86,538	57,34,166
Poppy ... ... „	180,507	229,874	428,794	9,73,639	14,21,704	29,08,522
Castor ... ... „	254,281	247,974	376,628	12,99,299	11,98,305	21,15,632
Groundnuts ... ... „	587,471	948,973	441,312	28,07,742	47,71,891	27,51,082
Other Sorts ... ... „	116,218	193,406	236,139	5,92,856	9,77,758	9,82,866

Spices ... ... lbs.	5,842,266	5,186,191	6,587,910	14,66,496	12,53,779	13,99,341
Sugar—Refined ... ... cwts.	8,100	5,221	7,956	97,792	70,632	1,11,069
Do. unrefined (Molasses, Goor &c.)... ,,	16,633	14,268	19,413	1,63,266	1,07,849	1,47 666
Tea ... ... lbs.	247,986	349,623	481,110	1,94,964	2,61,484	3,80,254
Tobacco, Cigars, &c. ... ... ,,	4,582,798	5,477,257	2,921,207	5,57,400	6,53,515	3,83,003
Wool—Raw ... ... ,,	17,153,296	16,223,702	14,909,944	69,88,020	69,67,180	70,00,588
Woollen Shawls ... ... Nos.	7,090	11,340	7,080	3,34,353	3,84,968	2,39,998
All other Articles ... ... value.	.....	.....	.....	77,71,580	1,02,74,739	1,10,07,390
Total Value Rs.	.....	.....	.....	31,27,87,989	31,14,08,038	35,29,96,115
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,212,548	946,411	1,523,301	7,45,749	6,13,547	10,51,182
Do. Piece Goods ... yards.	77,201,677	83,475,469	86,661,406	1,41,47,522	1,57,23,517	1,61,49,135
Do. Shawls and Handkerchiefs Nos.	1,408,777	1,369,272	1,788,065			
Gums and Raisins (excluding Cutch and Gambier) ... ... cwts.	20,036	27,492	36,055	3,94,715	6,01,913	10,91,344
Ivory, unmanufactured ... ... lbs.	332,624	347,238	393,239	17,22,604	18,24,670	20,91,804
Provisions ... ... value	.....	.....	.....	8,72,583	10,83,377	10,43,512
Silk—Raw... ... ... lbs.	119,580	107,659	109,182	3,38,008	4,10,650	4,10,472
Do. Piece Goods (including silk mixed with other materials) ... ... yards.	398,404	474,295	.....	3,64,784	4,48,734	5,81,344
Sugar—Refined ... ... cwts.	156,587	146,505	166,189	19,48,680	17,90,622	19,60,432
Tea ... ... lbs.	1,853,546	1,466,609	2,327,191	15,50,714	12,79,147	20,56,317
Wool—Raw ... ... ,,	2,757,440	2,773,736	3,769,576	13,12,204	13,27,586	18,04,450
Do. Piece Goods... ... ... yards.	267,004	311,177	453,713	2,59,307	3,14,145	4.10,412
All other Articles ... ... value.	.....	.....	.....	57,58,198	71,17,308	74,38,210
Total Value Rs.	.....	.....	.....	2,94,15,068	3,25,35,216	3,60,88,614
Treasure—Gold ... ... Tolas...	235,253	51,377	125,674	49,61,030	11,31,814	28,51,881
Do. Silver ... ... ,, ...	7,377,990	10,051,906	11,327,744	75,25,336	1,01,77,348	1,16,96,539
Total Treasure...	7,613,243	10,103,283	11,453,418	1,24,86,366	1,13,09,162	1,45,48,420
Grand Total Rs...	.....	.....	.....	35,46,89,423	35,52,52,416	40,36,33,149

APPENDIX JJJ.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1887, 1888, and 1889.

ARTICLES.		Quantities.			Value.		
		1887.	1888.	1889.	1887.	1888.	1889.
					Rs.	Rs.	Rs.
Animals—Living	Nos.	9,329	10,091	9,107	24,66,443	27,48,185	23,75,263
Apparel (including Millinery, &c.) ..	value.	.....	.....	.....	1,05,45,602	1,15,81,936	1,17,39,130
Arms, Ammunition, &c.	,,	.....	.....	.....	11,23,418	12,97,657	20,30,211
Books and Printed matters	cwts.	10,482	14,594	12,224	17,19,275	20,83,298	20,95,523
Building and Engineering Materials ...	value.	.....	.....	.....	10,76,677	15,85,512	17,74,452
Coffee	cwts.	17,619	25,335	24,418	9,65,421	10,68,001	12,45,223
Coal, Coke and Patent Fuel	tons.	829,159	806,239	769,204	1,59,45,486	1,77,93,115	1,71,49,669
Cotton—Raw	cwts.	54,494	60,149	87,624	11,56,739	13,87,443	21,48,676
,, Twist and Yarn	lbs.	49,053,533	55,706,083	47,729,374	3,35,27,100	3,95,22,957	3,53,52,935
,, Piece Goods...	yards.	1,829,469,567	2,050,628,735	2,063,389,934	22,66,47,888	26,39,45,058	26,40,63,184
,, Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	56,26,930	61,62,707	61,00,059
Corals, Real	lbs.	169,987	167,910	196,123	16,69,863	14,94,590	14,54,788
Chemicals	value.	.....	.....	.....	19,43,296	26,19,389	24,82,714
Clocks and Watches...	Nos.	119,811	122,665	102,279	11,50,540	10,38,854	9,71,166
Candles	lbs.	2,987,603	2,569,015	4,022,277	9,91,037	8,04,264	13,03,145
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	46,51,429	53,00,293	53,28,913
Dyeing and Tanning materials ...	,,	.....	.....	.....	33,52,469	39,01,787	50,70,656
Earthenware and Porcelain	,,	.....	.....	.....	21,97,472	21,72,664	22,41,332
Flax, manufactured and unmanufactured	,,	.....	.....	.....	12,96,736	13,34,983	12,17,519
Fruits and Vegetables	,,	.....	.....	.....	24,19,110	26,03,686	24,39,319
Gums and Resins	cwts.	57,700	82,451	87,765	10,05,999	14,59,845	13,76,081
Glass	value.	.....	.....	.....	53,44,481	64,55,772	65,21,515
Hides and Skins, dressed and undressed—							
Hides	cwts.	5,604	6,278	2,653	2,47,855	2,14,195	1,42,984
Skins	,,	11,236	9,688	11,336	6,20,957	5,19,538	6,25,487
Ivory, unmanufactured	lbs.	544,574	591,072	401,023	27,37,335	28,83,798	22,25,833
Instruments and Apparatus	value.	.....	.....	.....	17,09,717	20,03,531	21,65,313

Jewellery, &c. ... ... value.	.....	.....	.....	26,40,298	27,64,957	24,31,615
Liquors—Ale, Beer and Porter ...gallons	1,972,938	2,388,507	2,616,048	37,96,902	41,65,857	43,41,384
„ Spirits ... ... „	1,039,955	1,115,388	1,089,275	75,39,493	73,89,499	68,84,079
„ Wines, Liqueurs, &c. ... „	388,477	369,865	382,168	35,43,311	33,08,120	34,63,818
Leather, and manufactures of (excluding Boots and Shoes)... ... value.	.....	.....	.....	14,49,526	16,71,055	17,75,121
„ Boots and Shoes ... ... pairs.	356,270	313,747	348,851	12,83,442	11,34,346	12,40,499
Metals (excluding Hardware & Cutlery). tons.	260,619	260,983	252,231	5,12,13,274	4,48,31,059	5,44,10,705
„ Hardware and Cutlery ... value.	.....	.....	.....	1,04,22,592	1,09,37,899	1,08,63,101
Machinery and Millwork ... ... „	.....	.....	.....	1,66,00,040	2,20,48,615	2,51,88,318
Matches, Lucifer and other ... ... „	.....	.....	.....	25,05,648	21,33,642	22,20,957
Oil, Kerosine ... ...gallons	30,204,797	37,076,404	46,488,672	1,17,53,202	1,70,63,038	2,13,55,919
Oils, other kinds ... ... „	2,619,046	3,302,493	2,720,426	24,75,379	31,60,968	24,68,154
Provisions ... ... value.	.....	.....	.....	1,44,35,611	1,56,97,536	1,61,77,485
Paints and Colours ... ... cwts.	142,675	157,937	173,448	20,91,816	21,69,770	21,45,102
Painters' Materials ... ... value.	.....	.....	.....	6,56,505	6,53,003	6,04,538
Paper and Pasteboard ... ... „	.....	.....	.....	38,70,628	41,33,260	39,98,047
Perfumery ... . „	.....	.....	.....	3,43,957	2,83,364	3,10,430
Railway Plant and Rolling Stock ... „	.....	.....	.....	2,08,20,972	2,95,51,029	1,82,50,983
Salt ... ... tons.	425,843	406,527	382,186	78,78,508	92,24,164	83,55,153
Silk, Raw ... ... lbs.	2,514,487	2,017,985	2,346,635	1,12,58,462	91,40,366	1,04,72,044
„ Piece Goods (including goods mixed with other materials) ... ... yards.	13,942,798	15,819,723	15,608,783	1,53,25,318	1,72,73,391	1,75,42,972
Soap ... ... cwts.	53,844	77,370	64,234	8,98,525	10,52,275	10,62,706
Spices ... ... lbs.	40,139,316	47,837,849	55,869,537	82,00,890	85,42,181	96,74,603
Stationery (excluding Paper). ... value.	.....	.....	.....	21,09,964	21,80,028	22,79,788
Sugar and Sugarcandy, Refined ... cwts.	1,557,592	1,576,264	1,534,813	1,86,12,630	1,91,20,056	2,00,66,149
„ Unrefined (Molasses, Goor, &c.)... „	106,895	167,357	72,705	3,82,698	4,96,464	1,83,617
Tea ... ... lbs.	3,910,573	4,311,327	5,412,232	29,23,293	29,39,028	36,03,606
Toys and Requisites for Games ... value.	.....	.....	.....	13,67,742	15,25,378	14,02,170
Umbrellas ... ... Nos.	4,265,280	4,759,967	4,020,744	33,45,436	40,36,656	34,43,671
Wood, Timber ... ... tons.	15,053	16,779	18,810	5,81,928	6,98,560	10,00,999
„ Other Sorts, including wooden-ware ... ... value.	.....	.....	.....	3,90,066	5,32,908	5,78,639
Wool, Raw... ... ... lbs.	3,712,881	4,392,931	4,643,396	9,79,584	12,52,213	12,55,911
„ Piece Goods ... ... yards.	12,692,197	12,671,724	10,487,638	1,28,49,545	1,25,42,593	1,05,60,979
„ Shawls, Braids, &c. ... ... value.	.....	.....	.....	28,24,000	38,05,905	40,74,193
All other Articles ... ... „	.....	.....	.....	1,43,86,250	1,59,86,014	1,58,31,492
Total Value Rs....	.....	.....	.....	59,38,96,710	66,74,28,255	67,11,50,037

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1887, 1888, and 1889.

ARTICLES.	Quantities.			Value.		
	1887.	1888.	1889.	1887.	1888.	1889.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	264,638	388,708	229,590	1,33,80,482	2,04,86,056	1,33,81,854
Cotton—Raw ... ... ,,	5,779,122	4,363,646	6,225,748	14,81,51,333	12,09,17,813	18,05,14,057
,, Twist and Yarn ... ... lbs.	106,934,147	123,082,028	140,222,956	3,88,41,651	4,81,98,351	5,72,71,833
,, Piece Goods ... ... yards.	66,436,214	73,777,016	57,969,890	1,02,44,627	1,14,62,901	89,72,454
,, Shawls, Hosiery, &c. ... value.	.....	.....	.....	7,41,797	8,74,876	8,12,213
Coir, Unmanufactured ... ... cwts.	8,834	15,849	13,824	56,770	1,11,831	94,356
,, Manufactured (excluding Cordage). ,,	166,458	179,110	255,792	14,42,834	16,33,666	22,85,793
Dyeing and Colouring Materials—						
Indigo ... ... ,,	152,233	133,456	151,881	4,23,87,185	3,63,07,751	4,06,77,186
Myrabollams ... ... ,,	638,788	543,153	772,784	22,57,645	21,36,403	30,72,926
Cutch and Gambier ... ... ,,	228,364	316,660	242,736	35,78,926	50,06,834	35,41,914
Other sorts ... ... ,,	203,619	97,966	71,753	11,35,994	4,79,473	2,76,243
Grain and Pulse—						
Rice in the Husk ... ... ,,	472,711	418,176	302,206	7,95,492	7,44,422	5,95,920
,, not in the Husk ... ... ,,	27,371,048	25,391,437	26,053,820	8,85,79,172	8,47,93,356	9,63,38,313
Wheat ... ... ,,	14,727,737	15,858,803	14,792,191	6,03,43,827	6,68,60,738	6,30,69,714
Other Sorts ... ... ,,	2,301,684	1,935,235	1,618,707	62,74,811	56,02,263	56,50,111
Hides and Skins—						
Hides ... ... ,,	683,965	660,518	633,407	2,59,84,739	2,50,30,537	2,34,66,027
Skins ... ... ,,	205,513	212,460	204,142	2,22,18,007	2,38,46,998	2,37,34,854
Jute—Raw... ... ... ,,	10,156,544	9,564,507	10,337,827	6,21,43,575	6,96,11,667	8,47,96,950
,, Gunny Bags ... ... Nos.	71,272,414	101,030,742	101,730,738	1,49,67,744	2,33,84,623	2,45,94,215
,, Cloth ... ... yds.	16,603,184	7,959,972	40,642,303	12,95,369	8,43,322	42,43,369
,, Other Sorts ... ... cwts.	4,781	6,106	18,790	50,687	75,356	2,65,181
Lac—Shell, Button, Stick, &c. ... ,,	161,844	109,612	88,010	54,51,184	36,78,370	44,43,222
Opium ... ...chests.	90,952	88,818	87,613	10,18,10,309	10,36,94,611	10,64,89,573
Oils ... ... { gallons	4,041,937	4,144,358	4,403,995	} 45,67,936	46,00,879	53,99,272
{ cwts.	46,822	41,970	54,432			
Provisions.... ... ... value.	.....	.....	.....	50,85,020	54,02,712	62,25,654
Spices ... ... lbs.	26,308,815	24,873,242	23,885,175	58,55,849	54,44,779	50,34,239
Saltpetre..... ... ... cwts.	405,700	424,585	411,319	38,35,508	40,63,613	39,92,691

Seeds—						
Linseed	„	7,753,056	8,570,119	7,733,330	4,57,52,474	4,99,43,016	5,12,29,436
Rape	„	2,086,908	2,795,554	3,940,072	1,17,13,826	1,71,97,648	2,70,73,667
Gingelly...	„	2,587,511	1,688,050	1,853,594	1,74,10,038	1,21,92,888	1,38,93,325
Poppy	„	459,550	680,340	512,483	27,82,739	43,96,949	38,94,490
Castor	„	758,796	602,422	839,738	33.22,603	30,19,136	56,68,722
Groundnuts	„	1,035,899	978,225	1,146,085	48,15,858	51,36,305	67,47,168
Other Sorts	„	346,083	260,280	333.424	17 60,625	14,86,367	14,71,835
Silk, Raw	lbs.	1,569,398	2,092,673	1,971,549	53,29,689	49,06,592	57,52,210
„ Piece Goods (including Silk mixed with other Materials)	yds.	3,521,748	3,009,519	2,667,093	35,80,048	28,52,203	27,93,928
Sugar and Sugarcandy, Refined ...	cwts.	29,590	44,488	222,291	3,98,046	5,20,972	20,63,172
„ Unrefined (Molasses, Goor, &c.)...	„	997,631	966,866	1,288,109	40,58,454	48,80,648	76,19,565
Tea	lbs.	88,938,631	94,193,424	98,849,302	5,26.43,689	5,24,73.588	5,07,41,250
Tobacco, Cigars, &c.	„	10,891,349	7,795,856	7,524,210	12,55,369	10,40,910	11,04,912
Wood, Teak	tons.	33,874	51,299	72,992	.29,19,382	53,95,221	78,93,836
„ Other sorts (including woodenware.)	value.	.....	.....	.....	7,70,711	10,42,719	9,12,460
Wool, Raw...	lbs.	23,159,906	22,358,532	23,062,333	92,04,568	94,67,689	1,05,85,565
„ Manufactures of	value.	.....	.....	.....	10,64,837	12,46,967	12 46,769
All other Articles	„	.....	.....	.....	2,02,83,760	2,37,98,977	2,33,31,559
Total Value Rs....		.....	.....	.....	86,05,45,189	87,62,92,996	99,32,64,003
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	947,878	1,717,214	1,165.931	6,06,670	11,89,330	8,21,933
„ Piece Goods	yds.	84,797,747	92,114,755	93,916,299	1,55,32,128	1,67,83,986	1,71,21,987
„ Shawls, Thread, &c....	value.	.....	.....	.....	3,70.377	4.85,052	5,72,644
Ivory, Unmanufactured	lbs.	340,451	402,275	258,098	18,05,079	20,99,515	14,64,336
Metals	cwts.	568,710	396,783	341,764	25,41.273	22,58,789	19,02,695
Silk, Raw	lbs.	118,474	109,666	113,324	4,02,001	4,68,090	3,25,108
„ Manufactures of	yards.	455,149	629,840	662,814	4,37,446	6,06,582	6,16,068
Spices	lbs.	3,646,345	4,009,739	4,006,728	19,08,318	18,48,429	15,78,302
Sugar and Sugarcandy, Refined ...	cwts.	131,227	171,562	208,099	16,07,523	20,41,464	27,80,089
Tea	lbs.	1,496,024	2,029,709	2,157,710	13,11,944	17,77,604	19,47,835
Wool, Raw	„	11,592,382	11,996,200	14,193,530	52,67,124	56,85,904	67,54,691
All other Articles	value.	.....	.....	.....	71,68,872	79,10,894	83,22,836
Total Value Rs....		.....	.....	.....	3,89,58,755	4,31,55,639	4,42,08,524
Grand Total Rs....		.....	.....	.....	89,95,03,944	91,94,48,635	1,03,74,72,527

APPENDIX JJJ.—*contd.*

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1887, 1888, *and* 1889.

ARTICLES.		Quantities.			Value.		
		1887.	1888.	1889.	1887.	1888.	1889.
					Rs.	Rs.	Rs.
Apparel, (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	35,38,776	38,75,307	39,96,695
Arms, Ammunition, &c.	„	.....	.....	.....	5,18,373	4,50,632	6,28,923
Building and Engineering Materials...	„	.....	.....	.....	4,95,312	5,59,402	6,05,717
Cabinetware and Furniture ...	„	.....	.....	.....	4,45,594	4,84,559	4,64,810
Candles	lbs.	873,646	759,360	1,052,612	2,57,064	2,21,711	3,09,051
Clocks and Watches	Nos.	83,918	90,763	65,917	8,26,400	7,28,942	6,08,918
Coal, Coke and Patent Fuel ...	Tons.	556,000	587,872	573,297	1,09,71,622	1,34,84,769	1,29,10,690
Cotton—Twist and Yarn	lbs.	14,276,942	17,983,840	13,024,053	94,57,518	1,20,06,774	90,02,177
„ Piece Goods	Yards.	532,380,741	639,229,887	658,609,674	6,53,90,574	8,12,02,119	8,14,23,972
„ Shawls and Handkerchiefs ...	Nos.	9,898,716	12,380,824	11,211,805	10,76,186	13,31,344	11,75,193
„ Lace, Nets, Hosiery, &c. ...	value.	.....	.....	.....	15,00,380	16,49,209	16,06,130
Chemical Products and Preparations.	value.	.....	.....	.....	8,50,283	10,13,746	11,59,729
Drugs and Medicines	„	.....	.....	.....	15,92,193	18,03,153	19,90,915
Dyeing and Coloring Materials ...	„	.....	.....	.....	23,08,675	30,71,471	40,78,358
Earthenware and Porcelain ...	„	.....	.....	.....	6,89,920	7,70,431	7,32,981
Fireworks	„	.....	.....	.....	3,84,777	1,99,090	4,16,158
Glass	„	.....	.....	.....	28,97,915	34,10,812	33,63,712
Gums and Resins	cwts.	39,833	56,712	57,954	7,59,447	12,02,150	10,84,318

Hides and Skins—						
Hides ... ... Nos.	41,480	39,686	8,549	1,82,857	1,27,979	64,179
Skins ... ... „	378,402	282,634	369,763	3,46,718	2,41,889	3,25,865
Instruments and Apparatus ... value.	.....	.....	.....	8,46,015	9,19,224	9,79,869
Ivory, unmanufactured ... ... lbs.	543,709	585,407	381,035	27,33,032	28,44,820	20,73,015
Jewellery, &c. ... ... value.	.....	.....	.....	20,97,943	21,98,614	19,98,011
Leather (including Saddlery, &c.) ... „	.....	.....	.....	7,23,968	9,37,449	10,65,456
„ Boots and Shoes ... ... „	.....	.....	.....	5,91,164	4,94,869	4,61,587
Liquors—Ale, Beer and Porter ...gallons	298,415	370,435	520,365	5,77,730	5,98,703	7,58,189
„ Spirits, Wines, &c ... ... „	405,625	417,232	432,775	29,13,333	27,92,216	29,92,151
Machinery and Millwork ... ... value.	.....	.....	.....	90,62,127	1,07,18,691	1,47,10,848
Matches, Lucifer and other ... „	.....	.....	.....	6,76,597	7,91,853	7,46,031
Metals,(excluding Hardware&Cutlery). Tons.	115,398	105,008	103,682	2,28,82,663	1,82,52,140	2,23,59,385
„ Hardware and Cutlery ... value.	.....	.....	.....	48,00,813	52,90,018	49,44,407
Oils (all kinds) ... ...gallons	6,565,582	11,501,589	*11,098,363	34,76,120	62,66,897	57,02,656
Paints and Colors (excluding Painters' Materials) ... ... cwts.	75,582	87,961	89,788	9,27,915	10,19,809	8,95,130
Paper and Pasteboard ... .. value.	.....	.....	.....	19,39,817	22,28,034	21,53,058
Perfumery ... ... „	.....	.....	.....	2,26,981	2,00,579	2,27,907
Provisions ... ... „	.....	.....	.....	56,26,284	58,61,574	66,48,456
Railway Plant and Rolling Stock ... „	.....	.....	.....	1,30,44,841	2,41,10,564	1,10,36,023
Silk, Raw .. .. lbs.	2,146,952	1,662,709	1,997,259	88,96,303	69,06,675	82,50,096
„ Piece Goods (including silk mixed with other materials) ... yards.	6,169,662	7,142,382	8,965,677	67,55,691	72,81,675	90,25,833
Spices ... ... lbs.	7,829,715	12,668,390	11,330,090	36,64,308	42,15,924	37,71,504
Sugar, refined and unrefined ... cwts.	1,113,763	1,154,875	1,140,472	1,32,23,925	1,36,55,182	1,44,77,042
Tea ... ... lbs.	3,465,859	3,874,534	4,932,911	27,50,630	27,70,773	34,29,840
Tobacco, Cigars, &c. ... ... „	332,910	350,379	270,534	2,79,621	3,45,684	3,35,002
Umbrellas ... ... Nos.	1,378,063	1,288,452	993,355	12,16,319	11,60,110	9,34,012
Woollen Piece Goods ... ... yards.	5,405,620	5,635,030	4,232,909	53,53,010	53,20,757	43,51,692
All other Articles... ... ... value.	.....	.....	.....	1,45,06,736	1,72,03,110	1,92,06,342
Total value Rs....	.....	.....	.....	23,42,84,470	27,22,21,440	26,94,82,033

* Kerosine 10,538,744, other kinds 559,619.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1887, 1888, and 1889.

ARTICLES.	Quantities.			Value.		
	1887.	1888.	1889.	1887.	1888.	1889.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	21,517	38,478	27,319	Rs. 11,04,529	Rs. 18,11,494	Rs. 14,42,798
Coir, manufactured and unmanufactured (excluding Ropes) ... ,,	31,820	29,790	64,365	2,42,567	2,23,928	5,27,355
Cotton—Raw ... ... ,,	4,078,522	3,220,690	4,787,469	10,82,47,826	9,18,30,236	14,10,79,462
,, Twist and Yarn ... ... lbs.	101,964,537	117,235,790	132,183,710	3,74,39,719	4,58,67,328	5,41,60,347
,, Piece Goods ... ... yards.	52,690,006	60,309,742	45,034,971	64,35,860	76,96,525	54,10,676
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	1,86,918	2,71,811	2,16,441
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	527,719	441,524	679,554	19,55,526	18,46,874	28,23,315
Other sorts ... ... ,,	51,431	35,346	14,051	14,85,924	15,75,837	12,20,581
Grain and Pulse—						
Rice .. .. ,,	727,224	657,327	695,247	33,10,026	30,81,431	36,92,173
Wheat... ... ... ,,	9,379,723	9,796,460	6,211,297	3,94,74,589	4,31,48,135	2,84,43,326
Other sorts ... ... ,,	548,278	496,314	748,003	17,25,077	17,61,474	27,29,392
Hides and Skins—						
Hides ... ... Nos.	191,428	508,471	394,796	8,15,886	15,41,471	12,32,416
Skins ... ... ,,	2,706,291	3,085,874	3,148,427	33,09,655	37,74,899	40,84,066
Oils ... ...gallons	151,438	106,320	121,422	3,24,699	3,53,709	3,24,280
Opium ... ...chests.	34,737	31,513	30,674½	4,17,38,064	4,13,25,249	4,05,01,632
Seeds—						
Linseed ... ... cwts.	2,394,367	2,802,519	2,150,275	1,47,75,233	1,76,94,985	1,48,01,572
Rape ... ... ,,	1,054,950	1,887,312	2,260,725	61,16,205	1,21,50,402	1,68,20,265

Gingelly	*1,617,694*	*745,837*	*986,727*	1,13,56,590	57,15,561	78,74,638
Poppy	238,394	378,403	316,518	14,47,762	25,41,856	24,79,996
Groundnuts	722,287	667,292	449,037	34,70,808	34,97,735	29,34,584
Other sorts	433,008	465,838	780,206	20,93,480	25,29,058	46,25,038
Spices ... ... lbs.	5,257,551	6,176,605	6,445,503	12,72,605	14,32,057	13,50,905
Sugar, refined and unrefined ... cwts.	12,633	26,960	26,058	1,25,343	2,53,740	2,54,584
Tea ... ... lbs.	384,737	354,769	1,034,688	2,81,496	2,76,725	8,25,310
Tobacco, Cigars, &c.	5,507,502	2,997,180	4,112,377	6,50,387	3,82,931	5,39,838
Wool, Raw	15,444,164	15,387,596	16,978,722	65,40,042	68,21,260	81,09,690
Woollen Shawls ... ... Nos.	10,481	8,234	7,050	3,81,847	3,01,039	2,65,596
All other Articles ... ... value.	.....	.....	.....	1,19,85,720	1,41,01,386	1,37,91,210
Total value Rs....	.....	.....	.....	30,82,94,383	31,38,09,136	36,25,61,486
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	838,866	1,630,676	1,097,630	5,27,810	11,18,064	7,73,115
,, Piece Goods ... ... yds.	80,102,286	87,415,853	88,698,247	1,53,07,439	1,60,82,830	1,63,48,385
,, Shawls and Handkerchiefs ... Nos.	1,272,934	1,625,596	1,676,253	2,27,692	2,95,121	3,45,556
Gums and Resins ... ... cwts.	21,592	33,252	32,579	4,60,057	8,37,496	10,02,614
Ivory, unmanufactured ... ... lbs.	340,451	402,275	257,834	18,05,079	20,99,515	14,63,636
Provisions ... ... value.	.....	.....	.....	9,79,242	11,29,120	11,61,249
Silk, Raw ... ... lbs.	115,432	106,516	111,941	3,84,815	4,50,515	3,19,166
,, Piece Goods (including silk mixed with other materials) ... yards.	445,709	582,468	641,265	4,19,278	5,45,687	5,93,278
Sugar, refined ... ... cwts.	128,158	168,537	205,060	15,67,184	20,01,820	27,36,923
Tea ... ... lbs.	1,495,142	2,027,239	2,157,109	13,10,967	17,75,334	19,47,202
Wool, Raw ... ... ,,	2,973,880	3,069,066	4,897,450	14,31,498	14,63,176	23,23,111
Woollen Piece Goods ... ... yards.	300,158	427,697	332,487	3,01,562	3,88,412	3,30,487
All other Articles ... ... value.	.....	.....	.....	64,81,434	73,18,758	75,60,638
Total value Rs....	.....	.....	.....	3,12,04,057	3,55,05,848	3,69,05,310
Grand Total Rs....	.....	.....	.....	33,94,98,440	34,93,14,984	39,94,66,796

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1883-84 ...	2,642	795,959	1,204	1,753,401	3,846	2,549,360	1,550	542,036
1884-85 ...	2,453	778,102	1,223	1,806,072	3,676	2,584,174	1,202	355,406
1885-86 ...	2,420	774,335	1,330	1,964,393	3,750	2,738,728	1,202	504,410
1886-87 ...	2,371	733,683	1,379	2,065,503	3,750	2,799,186	1,167	438,299
1887-88 ...	2,579	778,568	1,389	2,160,852	3,968	2,939,420	1,144	324,374
1888-89 ...	2,354	625,375	1,351	2,157,769	3,705	2,783,144	1,219	317,873

CLEAR

1883-84 ...	3,562	1,272,182	1,570	2,243,395	5,132	3,515,577	685	68,884
1884-85 ...	3,104	1,119,824	1,445	2,113,509	4,549	3,233,333	595	64,257
1885-86 ...	3,112	1,197,915	1,585	2,323,214	4,697	3,521,129	565	58,159
1886-87 ...	3,153	1,205,159	1,568	2,331,240	4,721	3,536,399	671	54,198
1887-88 ...	3,164	1,135,446	1,532	2,360,937	4,696	3,496,383	816	67,583
1888-89 ...	2,856	896,598	1,567	2,487,854	4,423	3,384,452	816	75,124

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries, Official Year from 1883-84 *to* 1888-89.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels	Tons.	Sailing & Steam Vessels.	Tons.
416	540,909	1,966	1,082,945	4,192	1,337,995	1,620	2,294,310	5,812	3,632,305
272	351,429	1,474	706,835	3,655	1,133,508	1,495	2,157,501	5,150	3,291,009
301	397,519	1,503	901,959	3,622	1,278,745	1,631	2,361,942	5,253	3,640,687
223	277,187	1,390	715,186	3,538	1,171,982	1,602	2,342,690	5,140	3 514,672
196	250,420	1,340	574,794	3,723	1,102,942	1,585	2,411,272	5,308	3,514,214
257	349,162	1,476	667,035	3,573	943,248	1,608	2,506,931	5,181	3,450,179

ED.

33	33,837	718	102,721	4,247	1,341,066	1,603	2,277,232	5,850	3,618,298
44	61,171	639	125,428	3,699	1,184,081	1,489	2,174,680	5,188	3,358,761
47	74,614	612	132,773	3,677	1,256,074	1,632	2,397,828	5,309	3,653,902
52	66,924	723	121,122	3,824	1,259,357	1,620	2,398,164	5,444	3,657,521
73	111,285	889	178,868	3,980	1,203,029	1,605	2,472,222	5,585	3,675,251
65	73,577	891	148,701	3,672	971,722	1,632	2 561,431	5,304	3,533,153

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency,

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1883-84 ...	458	145,206	555	889,897	1,013	1,035,103	12	8,998
1884-85 ...	393	117,155	581	937,620	974	1,054,775	2	1,381
1885-86 ...	379	125,342	571	925,476	950	1,050,818	3	2,879
1886-87 ...	409	127,677	568	955,188	977	1,082,865	12	5,183
1887-88 ...	413	130,611	600	1,016,413	1,013	1,147,024	3	304
1888-89 ...	374	80,491	622	1,064,432	996	1,144,923	9	1,048

CLEAR

1883-84 ...	376	91,158	585	925,086	961	1,016,244	2	160
1884-85 ...	343	67,509	561	901,094	904	968,603	4	1,709
1885-86 ...	362	61,870	581	932,371	943	994,241	5	3,774
1886-87 ...	403	82,824	578	969,696	981	1,052,520	7	3,152
1887-88 ...	412	69,423	511	922,107	953	991,530	11	8,003
1888-89 ...	324	52,404	565	975,050	888	1,026,064	6	936

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1883-84 to 1888-89.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
78	109,133	90	118,131	470	154,204	663	999,030	1,103	1,153,234
61	85,258	63	86,639	395	118,536	642	1,022,878	1,037	1,141,414
53	82,792	56	85,671	382	128,221	624	1,008,268	1,006	1,136,489
40	57,522	52	62,705	421	132,860	608	1,012,710	1,029	1,145,570
30	40,763	33	41,067	416	130,915	630	1,057,176	1,046	1,188,091
19	26,323	28	27,371	383	81,539	641	1,090,755	1,024	1,172,294

ED.

17	20,800	19	20,960	378	91,318	602	945,886	980	1,037,204
32	51,367	36	53,076	347	69,218	593	952,461	940	1,021,679
36	63,974	41	67,748	367	65,644	617	996,345	984	1,061,989
33	55,045	40	58,197	410	85,976	611	1,024,741	1,021	1,110,717
48	89,248	59	97,251	423	77,426	589	1,011,355	1,012	1,088,781
29	51,967	35	52,903	330	53,340	594	1,027,017	923	1,078,967

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	With Cargoes.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	66	119,343	30	9,939	15	1,517
February	60	98,111	16	2,979	20	1,655
March	59	100,025	30	4,830	18	1,929
April	68	127,992	10	4,932	21	1,935
May	53	91,172	6	1,088	20	2,386
June	40	70 195	3	2.742	4	405
July	42	75,060	2	1,510	...	...
August	35	66,240	3	363	3	362
September	41	67,055	1	542	25	3,162
October	44	72 869	17	4,606	48	4,794
November...	45	84,502	26	2,557	26	2,291
December	50	87,681	52	6,265	36	3,334
Total ...	603	1,060,245	196	42,353	236	23,770

CLEAR

January	52	91,970	40	4,402	26	2,360
February	42	77,883	18	2,340	27	2,748
March	61	99,901	27	3,592	12	1,225
April	55	96 146	24	3,126	9	1,202
May	64	119,471	12	1,489	11	1,174
June	40	66,678	1	574	...	...
July	36	67,039	1	267	...	...
August	34	63,664	...	...	11	1,697
September	29	50 500	...	...	10	1,151
October	32	57,695	4	401	18	1,941
November...	41	71,168	8	1,988	15	1,705
December	37	65,864	30	3,133	30	2,971
Total ...	523	927,979	165	21 312	169	18,177

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast from and to Foreign Presidency during the year 1889.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
...	...	5	542	...	...	111	130,799	5	524
1	1,463	...	...	...	...	96	102,745	1	1,463
3	2,532	...	...	...	...	107	106,784	3	2,532
2	3,899	...	...	...	...	99	134,859	2	3,899
...	...	...	...	...	...	79	94,646	...	...
1	1,892	...	...	...	...	47	73,342	1	1,892
1	1,806	...	...	...	...	44	76,570	1	1,806
2	1,473	...	...	...	...	41	66,965	2	1,473
1	200	...	...	..	...	67	70,759	1	200
2	1,798	...	...	...	...	109	82,269	2	1,798
1	2,337	4	370	...	...	97	89,350	5	2,707
1	1,589	11	1,049	2	197	138	97,280	14	2,835
15	18,989	20	1,961	2	197	1,035	1,126,368	37	21,147

ED.

4	6,129	5	850	...	...	118	98,732	9	6,979
2	4,078	...	...	...	...	87	82,971	2	4,078
1	2,140	1	86	1	85	100	104,718	3	2,311
1	2,140	...	...	...	...	88	100,174	1	2,140
4	4,944	1	636	...	...	87	122,134	5	5,580
1	1,948	...	...	...	...	41	67,252	1	1,948
1	2,134	...	...	...	...	37	67,306	1	2,134
2	2,774	...	...	4	456	45	65,361	6	3,230
1	1,450	...	...	1	124	39	51,654	2	1,574
3	4,534	1	78	2	27	54	60,037	6	4,639
1	2,552	2	569	...	...	64	74,861	3	3,121
2	2,692	2	118	...	...	97	71,968	4	2,810
23	37,515	12	2,337	8	692	857	967,468	43	40,544

STATEMENT showing the Exports by Sea, of Bombay Manufactured Piece Goods and Yarns since 1878.

Years Ending 31st Dec.	Grey and White Piece Goods.			Coloured Piece Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages,	Yards.	Packages.	Yards.	lbs. *	Bales.	lbs.
1878	26,749	41,360,798	No Records.	2,826	4,785,671	29,575	46,146,469	10,649,185	91,684	33,116,349
1879	34,045	53,357,406	Do.	2,555	4,748,350	36,600	58,105,756	13,419,343	89,667	32,833,123
1880	32,705	54,164,246	Do.	2,380	4,663,476	35,085	58,827,722	13,586,079	115,434	42,618,335
1881	27,777	49,081,034	Do.	2,219	5,174,794	29,996	54,255,828	12,530,214	119,590	44,100,909
1882	34,798	56,986,687	Do.	2,405	5,369,753	37,203	62,356,440	14,401,025	140,486	53,115,882
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471 900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237

* N.B.—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported between 1883 and 1887.

Exports of Bombay Manufactured Yarns by Sea and Rail Reduced to Bales of 400 lbs. each.

January 1st to December 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.	Total Exports by Sea and Rail.
1877	28,516	142	28,658	34,512	63,170	17,258	80,428
1878	45,933	1,745	47,678	35,113	82,791	13,938	96,729
1879	45,530	4,842	50,372	31,711	82,083	11,072	93,155
1880	63,194	4,527	67,721	38,825	106,546	14,092	120,638
1881	61,783	7,378	69,161	41,092	110,253	14,333	124,586
1882	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858

EXPORTS OF BOMBAY MANUFACTURED PIECE GOODS AND YARNS FROM BOMBAY PORT ONLY.

From Official Returns.] 1888-89. [*Years ending 31st March.*

EXPORTED TO	Length and Weight.							Value.					
	Piece Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees	Percentage.
	Millions of			Goods.	Yarns					Goods	Yarns		
	Yards.	lbs.	lbs.	%	%	Millions of lbs.	Percentage %	Goods.	Yarns.	%	%		%
Foreign Ports	57·56	*13·06	123·02	32·69	86·04	136·08	74·19	73·11	497·12	33·81	85·40	570·23	71·51
Indian Ports	39·05	*9·01	17 81	22·18	12·45	26·82	14·62	47 12	74·98	21·79	12·90	122·10	15·31
Upcountry by Rail	*79·46	18·35	2·15	45 13	1·51	20·50	11·19	95·97	9·05	44·40	1·70	105·02	13 18
Total Indian...	118·51	27·36	19·96	67·31	13·96	47·32	25·81	143·09	84·03	66·19	14·60	227·12	28·49
Grand Total...	176·07	40·42	142·98	100·00	100·00	183·40	100 00	216·20	581·15	100·00	100·00	797·35	100·00
1887-88.													
Foreign Ports	55·12	*12·72	108·52	35·65	85·17	121·24	74·34	67·20	389·69	37·40	84·39	456·89	71·24
Indian Ports	32·85	*7·58	16·63	21 24	13·05	24·21	14·84	40·60	64·37	22·60	13·94	104.97	16·37
Upcountry by Rail	*66·65	15·38	2·26	43·11	1 78	17·64	10·82	71·85	7·56	40·00	1·67	79·41	12 39
Total Indian...	99·50	22·96	18·89	64·35	14·83	41·85	25·66	112·45	71·93	62 60	15·61	184·38	28·76
Grand Total...	154·62	35·68	127·41	100·00	100·00	163·09	100·00	179·65	461·62	100·00	100·00	641·27	100·00

*Assuming 4·33 yards=1 lb and vice versa. Previously 5 yards were assumed (as in England) to equal 1 lb.; but the Customs returns for the past 5 years show that the basis now taken is approximately more correct.

1886-87.

Foreign Ports	40·41	*9·33	89·09	25	83	98·42	69	50·68	324·05	31	83	374·73	67
Indian Ports	36·37	*8·39	15·11	23	14	23·50	16	44·08	57 56	28	15	101·64	18
Upcountry by Rail	*83·03	19·16	2·57	52	3	21·73	15	69·58	9·36	41	2	78·94	15
Total Indian...	119·40	27·55	17·68	75	17	45·23	31	113·66	66·92	69	17	180·58	33
Grand Total...	159·81	36·88	106·77	100	100	143·65	100	164·34	390·97	100	100	555·31	100

1885-86.

Foreign Ports	36·60	*8·13	76·30	21	80	84·43	63	46·24	268·35	24	79	314·59	59
Indian Ports	39·56	*9·13	16·56	24	17	25·69	19	47·86	61·44	25	18	109·30	21
Upcountry by Rail	*90·54	20·89	2 73	55	3	23·62	18	96·72	10 32	51	3	107·04	20
Total Indian...	130·10	30·02	19·29	79	20	49·31	37	144·58	71·76	76	21	216·34	41
Grand Total...	166·70	38.15	95·59	100	100	133·74	100	190·82	340·11	100	100	530·93	100

*Assuming 4·33 yards, = 1 lb. and vice versa. Previously 5 yards were assumed (as in England) to equal 1 lb.; but the Customs returns for the past 5 years show that the basis now taken is aproximately more correct.

Foreign Countries to which Grey Cotton Piece Goods of Bombay Manufacture have been exported since 1882-83.

(From Government Returns) (*Years ending 31st March.*

Description.	To	In Millions of yards (0000's omitted.)						
		1888-89.	1887-88.	1886-87	1885-86.	1884-85.	1883-84.	1882-83.
T. Cloths ...	Mozambique	1·90	1·84	·65	1·20	1·18	1·42	·70
	Zanzibar	1·79	1·59	·79	·42	·44	·92	1·32
	Aden	·16	·20	·23	·15	·35	·28	·48
	China, Hongkong	·42	·04	·01	·09	·21	·57	·08
	Do. Treaty Ports*	7·89	2·22	2·62	2·95	2·28	1·00	·52
	Mekran and Sonmiani... ...	·10	·08	·08	·17	·16	·16	·14
	Other Countries	·38	·20	·16	·16	·20	·52	·17
	Total...	12·64	6·17	4·54	5·14	4·82	4·87	3·41
Sheetings ...	Abyssinia	·64	·55	2·28	·76	·89	·05	.....
	Mozambique	4·59	5·04	2·32	2·84	3·41	4·09	2·82
	Zanzibar	8·94	9·73	9·66	4·67	3·36	6·13	3·86
	Aden	1·97	1·42	·43	·96	2·24	2·78	1·43
	Arabia	·72	·43	·35	·43	·30	·56	·27
	Other Countries	·91	·62	·25	·41	·21	·48	·23
	China, Treaty Ports*	1·28						
	Total...	19·05	17·79	15·29	10·07	10·44	14·09	8·61
Domestics ...	Aden	7·98	11·81	8·14	8·57	10·11	11·11	7·17
	Arabia	·20	·20	·09	·33	·39	.61	·68
	Other Countries	·09	·13	·09	·04	·05	·08	·37
	Total...	8·27	12·14	8·32	8·94	10·55	11·80	8·22

Drills and Jeans...	Zanzibar...	·04	·80	·65	·46	·44	2·64	2·86
	Aden	...	·03	.....	.....	·11	·19	·19
	Other Countries	·06	·03	·04	·09	·24	·20	·15
	Total...	·10	·86	·69	·55	·79	3·03	3·20
Long Cloths ...	Abyssinia	·32	2·40	2·70	1·50	·67	·14	·25
	Mozambique	1·05	·97	·43	·56	·60	·35	·44
	Zanzibar...	·54	·83	·65	·75	·36	1·14	1·30
	Aden	3 67	5·66	1·98	2·50	2·70	3·90	3·28
	China, Treaty Ports*	4·65	1·86	.....†	.....†	.....†	.....†	.....†
	Arabia	·97	·72	·49	·72	·35	·67	·97
	Persia	·60	·46	·21	·32	·25	·31	·23
	Straits	·13	·15	·01	·12	·16	·16	·01
	Turkey in Asia...	1·33	1·36	1·00	1·22	·64	·30	·13
	Other Countries	·24	·21	·47	·15	·03	·47	·16
	Total...	13·50	14·62	7·94	7·84	5·76	7·44	6·77
Chudders... ...	Aden	·13	·11	·07	·06	·12	·03	·02
	Other Countries	·15	·15	} ·23	·14	·11	·11	·07
	Zanzibar...	·22	·30					
	Total...	·50	·56	·30	·20	·23	·14	·09
Dhooties	Aden	...	...	.....	.....	·13	·40	·37
	Other Countries	·03	·14	·04	·01	·03	·01	·01
	Total...	·03	·14	·04	·01	·16	·41	·38
Other Sorts... ...	Total...	·19	·11	·22	·16	·04	·01	·05
	Grand Total...	54 28	52·39	37·47	32·93	32·79	41·80	30·73

* Almost entirely to Shanghai. † Included with "other countries."

DESCRIPTIONS OF GREY COTTON PIECE GOODS OF BOMBAY MANUFACTURE EXPORTED TO FOREIGN PORTS SINCE 1882-83.

From Government Returns. [*Years ending 31st March.*

DESCRIPTION.	In Millions of Yards (0000's omitted.)						
	1888-89.	1887-88	1886-87.	1885-86.	1884-85.	1883-84.	1882-83.
T. Cloths	12·64	6·17	4·54	5·15	4·82	4·87	3·41
Sheetings	19·05	17·79	15·29	10·06	10·44	14·10	8·61
Domestics	8·27	12·14	8·32	8·95	10 55	11·80	8·23
Drills and Jean ...	·10	·86	·69	·56	·79	3·03	3·21
Long Cloths	13·50	14·62	7·94	7·84	5·70	7·44	6·77
Chudders	·50	·56	·40	·20	·23	·14	·08
Dhooties	·03	·14	·04	·01	·16	·40	·38
Other sorts	·19	·11	·25	·16	·04	·02	·04
Total Million of yards	54·28	52·39	37·47	32·93	32·79	41·80	30·73
Total Lakhs of Rupees ..	63 76	59·45	42 81	36·49	35·73	46·62	35·73

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1881-82.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTION.	In Millions of lbs. (0000's omitted)							
	1888-89.	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.	1882-83.	1881-82.
Mule No. 15s and under	23·61	28·82	26·52	22·96	19·33	14·02	11·00	8·75
,, ,, 16s to 24s	98·90	79·37	62·14	52·96	43·52	32·75	20·67	20·44
,, ,, 25 to 32s	·09	·01	·02	·08	·05	·02	·02	·03
,, ,, 33 to 44s	·03	...	·02	·01	·01	...	...	...
Total ...	122·63	108·20	88·70	76·01	62·91	46·79	41·69	29·22
Water No. 20s and under	·09	·15	·21	·14	·16	32	·77	·37
,, ,, 21s to 30s	...	...	...	...	...	...	...	·02
Total ...	·09	·15	·21	·14	·16	·32	·77	·39
Colored Yarns ...Total ...	·30	·16	·18	·15	·12	·10	·14	·10
Total Yarns ...	123·02	108·51	89·09	76·30	63·19	47·21	42·60	29·71

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1881-82.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1888-89.	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.	1882-83.	1881-82.
Mule No. 15 and under	Aden	·85	1·02	·86	1·03	·78	1·28	·97	1·07
	Japan	1·29	·04	·17	·14	·16	·36	·54	·43
	China, Hongkong	19·27	26·22	25·30	21·49	18·29	12·26	9·39	7·15
	China, Treaty Ports*	2·10	1·44	·19	·30	·10	·12	·10	·10
	Other Countries...	·10	·10						
	Total ...	23·61	28·82	26·52	22·96	19·33	14·02	11·00	8·75
16s to 24s. ...	Aden	·31	·24	·29	·27	·29	·25	·23	·24
	Japan	21·42	17·20	9·78	6·93	6·34	5·59	4·16	2·17
	China, Hongkong	57·68	45·09	38·14	37·45	35·52	26·23	25·82	17·78
	China, Treaty Ports*	17·23	15·47	13·85	7·82	·92	·39		
	Straits	1·48	1·37	·78	·49	·45	·29	·46	·25
	Other Countries	·78							
	Total ...	98·90	79·37	62·14	52·96	43·52	32·75	30·67	20·44
Above No. 24s. ...	Total ...	·12	·01	.04	·09	·06	·02	·02	·03
	Total Mule ...	122·63	108·20	88·70	76·01	62·91	46·79	41·69	29·22
Water	„ Water ...	·09	·15	·21	·14	·16	·32	·77	·39
Colored	„ Colored ...	·30	·16	·18	·15	·12	·10	·14	·10
	Grand Total ...	123·02	108·51	89·09	76·30	63·19	47·21	42·60	29·71
	Value in Lakhs of Rs.	497·12	389·69	324·04	268·35	234·00	182·71	170 60	132·39

* Almost entirely to Shanghai.

RECEIPTS at, and Exports from, Bombay Port, also Mill consumption in the Island of Bombay—In thousands of Bales (000's omitted). *Years ending 30th June.*

Years ending 30th June.	Receipts	Exports to.			Mill Consumption.	Total.	Years ending 30th June.	Receipts	Exports to.			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total		
1859	...	490	152	642			1875	1,345	1,285	20	1,305	135	1,440
1860	...	566	202	768	Max. up to t	Exports his year.	1876	1,073	980	35	1,015	147	1,162
1861	...	835	61	896	American War. In '63 & '64 Bombay imported from China.		1877	1,141	920	38	958	161	1,119
1862	...	911	8	919			1878	961	800	46	846	204	1,050
1863	...	867	3	870			1879	832	652	64	716	181	897
1864	...	1,065	1	1,066			1880	1,171	874	34	908	220	1,128
1865	...	1,187	14	1,201	42	1,243	1881	1,244	874	60	934	273	1,207
1866	...	1,277	5	1,282	46	1,328	1882	1,832	1,521	87	1,608	277	1,885
1867	...	1,030	48	1,078	47	1,125	1883	1,770	1,335	95	1,430	313	1,743
1868	...	1,225	56	1,281	48	1,329	1884	1,759	1,295	100	1,395	348	1,743
1869	...	1,115	50	1,165	49	1,214	1885	1,139	791	70	861	392	1,253
1870	...	967	39	1,006	50	1,056	1886	1,480	1,009	61	1,070	391	1,461
1871	1,085	1,002	48	1,050	52	1,102	1887	1,703	1,147	40	1,187	454	1,641
1872	1,151	1,079	34	1,113	53	1,166	1888	1,472	893	58	951	500	1,451
1873	978	917	34	951	67	1,018	1889	1,851	1,286	46	1,332	565	1,897
1874	1,311	1,192	25	1,217	83	1,300							

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